



City of Albuquerque Bikeway and Trail Facilities Plan



Greater Albuquerque Active Transportation Committee

October 16, 2023



Plan Update Status

Completed:

- *Background & Plan Goals*
- *Existing Conditions Analysis*
- *First Phase Outreach*
- *Network Development:
Draft complete – to be posted
online for review and input*

Upcoming:

- Second Phase Outreach: October-November
- Project Prioritization: Fall
- Plan Development: Fall/Winter
- Final Plan/Approval: Winter/Spring 2024



Community Input: Phase I

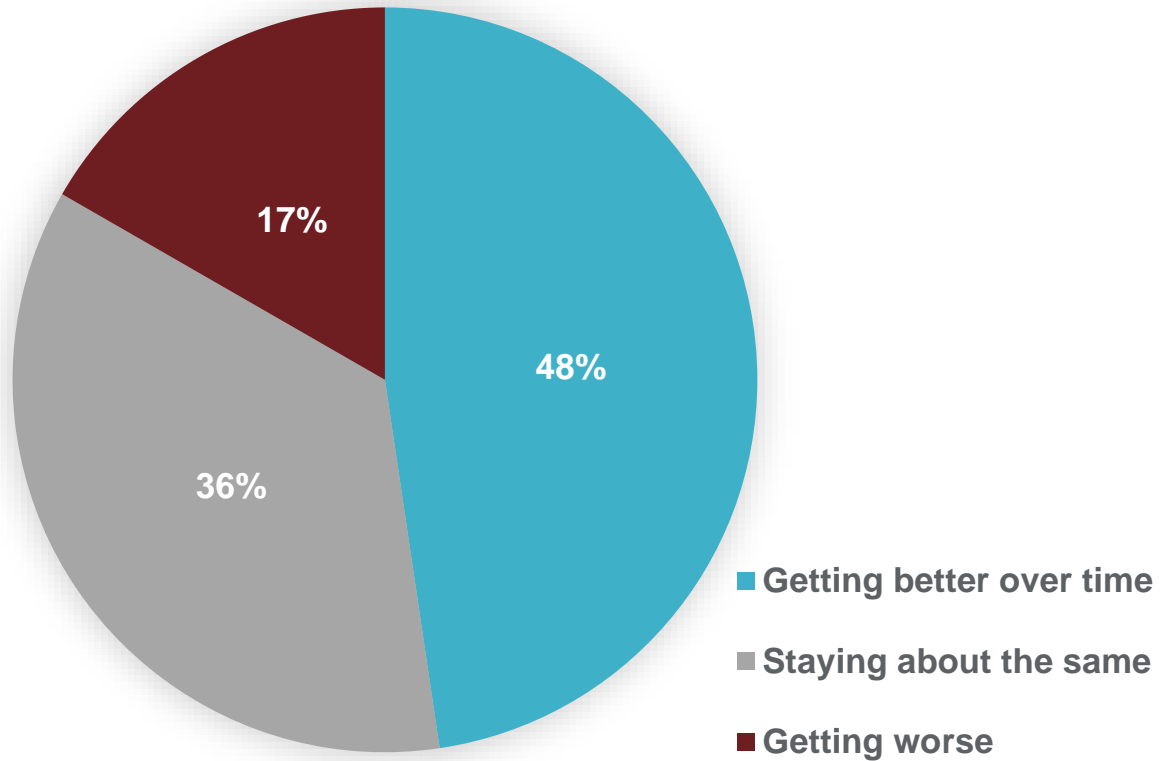
Key Takeaways

- 679 survey participants
 - >1,000 open ended comments
 - >2,800 data points on interactive map
- Majority of trips continue to be for recreational purposes
- Participants ride more than they used to
- Participants positive about the trajectory of bicycling in ABQ, though *not as positive as they used to be*
- Best parts about biking in ABQ
 - Expanding bikeway and trail networks
 - Growing culture of biking
 - Pleasant weather
- Safety is a *high* priority among respondents
 - Concerns include drivers going too fast and conflicts at major crossings
- User comfort increases with greater separation from motor vehicles



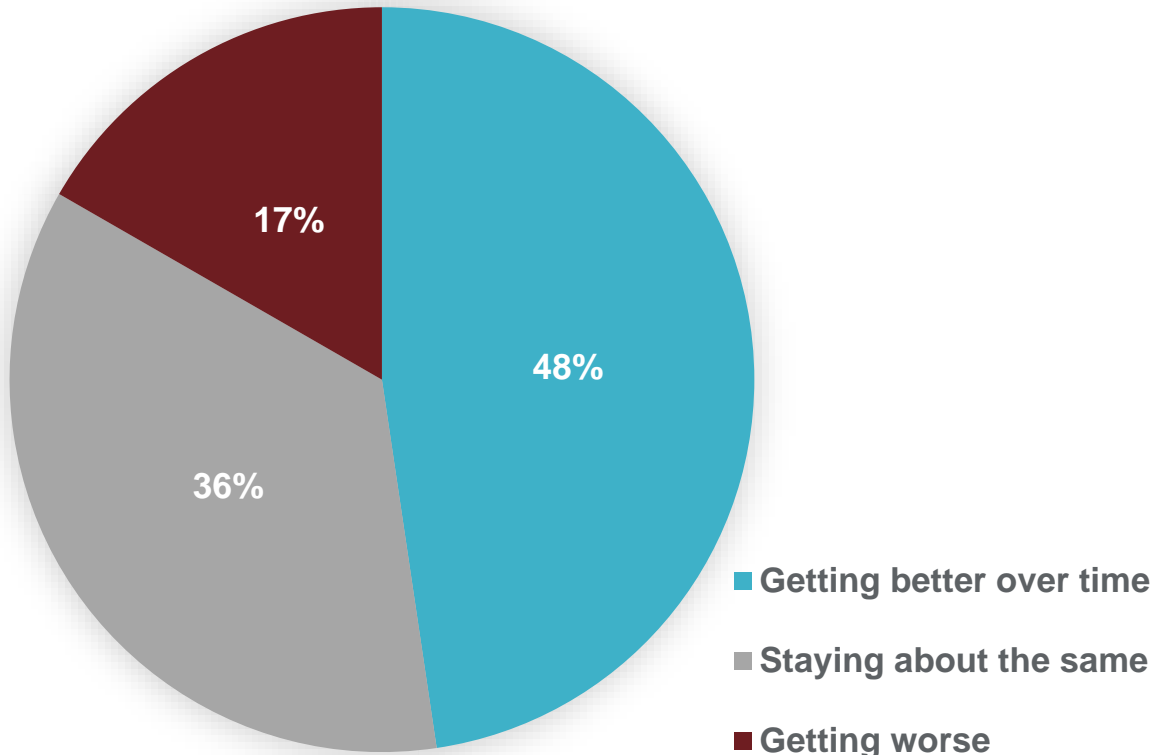
Biking Conditions Over Time

2023 Survey Responses

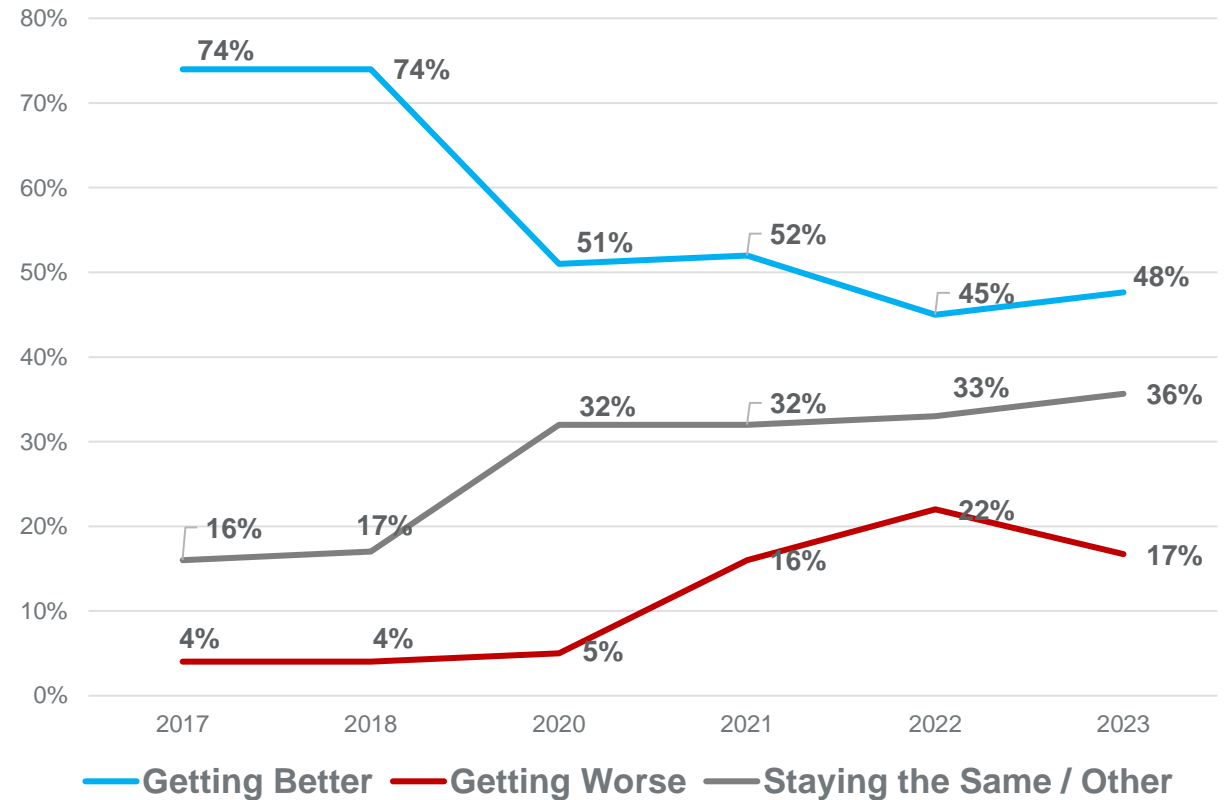


Biking Conditions Over Time

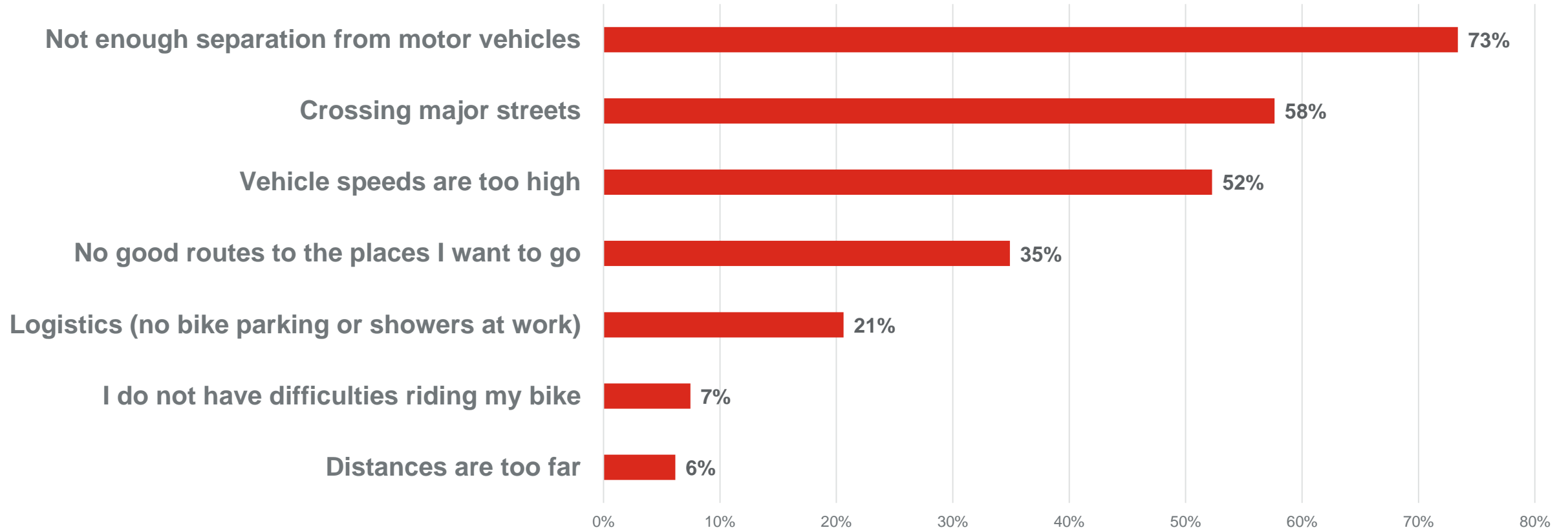
2023 Survey Responses



Perspectives on Conditions Over Time

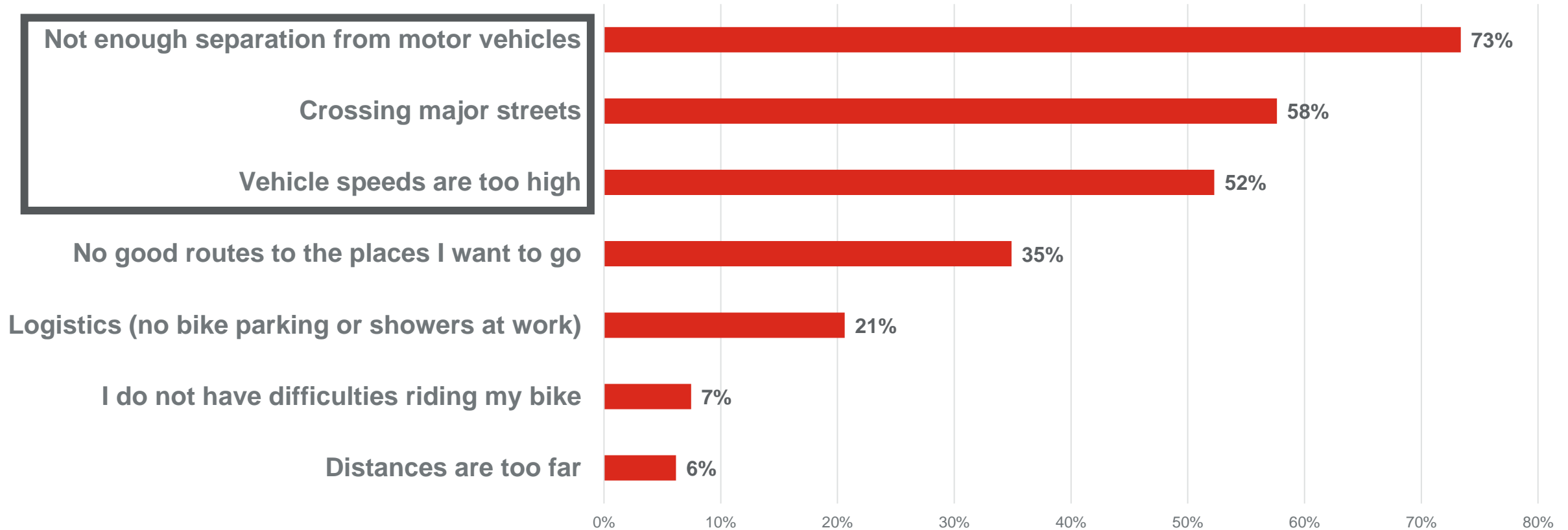


Barriers or Challenges (top three)



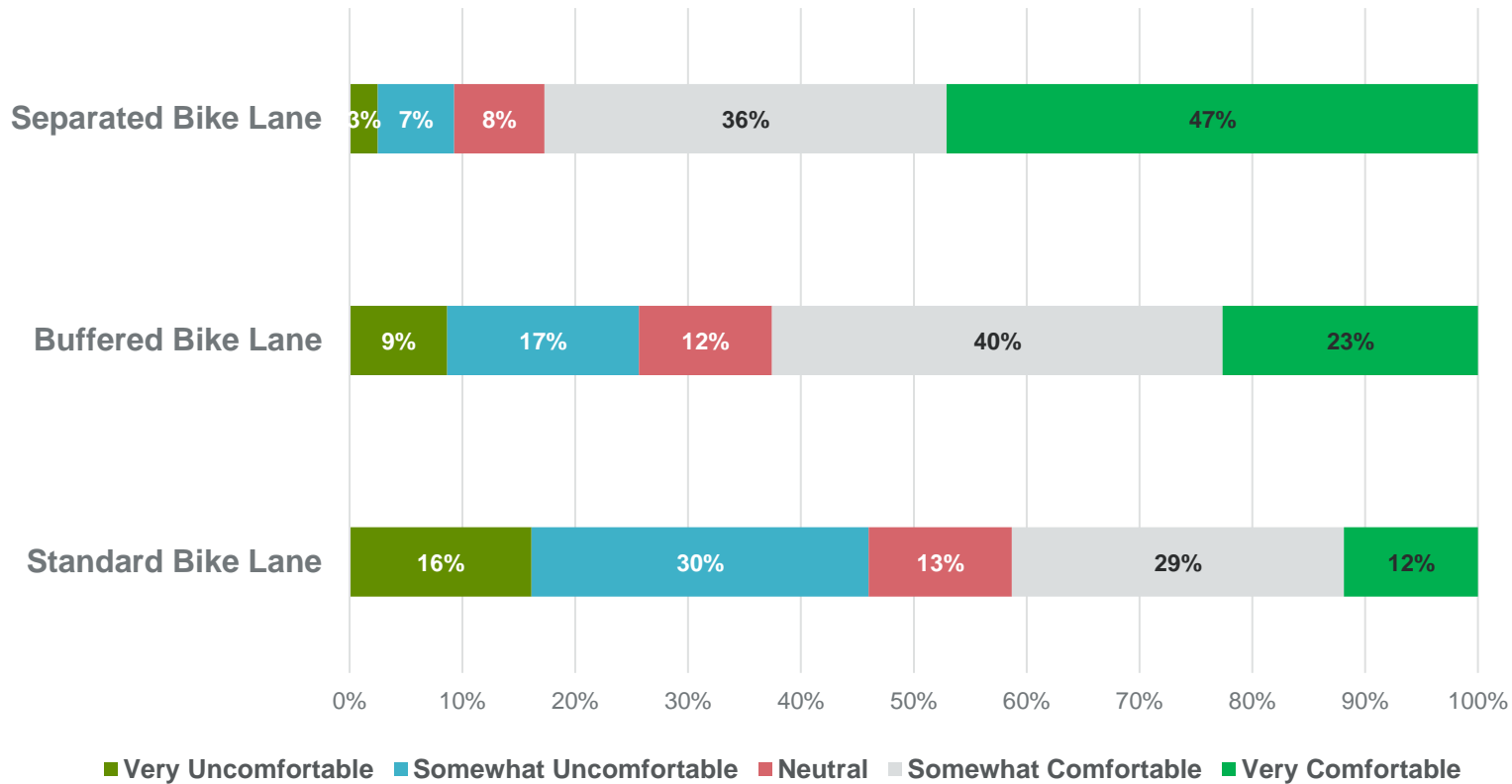
Barriers or Challenges

- *Top three concerns related to general roadway design*
- *Distance is not a barrier (among advanced or expert bicyclists)*



Level of Comfort by Facility Type

Types of Bike Lanes



Separated bike lanes: 83%
(somewhat + very comfortable)



Buffered bike lanes: 63%
(somewhat + very comfortable)



Bike lanes: 41%
(somewhat + very comfortable)



What Else Did We Hear?

- Many existing designated bike routes are comfortable streets for biking
- Intersections can be significant barriers along bike routes as well as corridors with bike lanes
- Low-stress bikeways (i.e., LTS 1 or 2) do not always feel low-stress, often due to speeding
- Need to consider how standard and e-bike users share spaces



Bikeway Network Development

Goals for Network Design

- Identify infrastructure improvements that create a robust, citywide network that is:
 - **Low-stress**: appealing to people of all ages and abilities (LTS 1 or LTS 2)
 - **Implementable**: plausible in the near term
 - **Useful**: connected to a wide range of destinations



An Implementable Network

Street reconfiguration:

- Improvements within existing curb lines or within available space behind the curb
 - Restriping
 - Crossing treatments
 - Behind-the-curb improvements
- Lower costs and complexity (typically)
- More frequent opportunities to implement restriping as part of resurfacing projects
- Plausible in the near term



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Street reconstruction and trail construction:

- Projects that significantly change street geometry or new paved multi-use trails
 - Curb and gutter relocation
 - Right-of-way acquisition
 - Drainage impacts
- Higher costs and complexity
- Standalone projects with fewer opportunities for implementation
- NOT plausible in the near term



Potential Implementation Timeframes

Plausible in the near-term

- Does not mean it will happen
- Means that it could happen, pending available funding, available ROW, limited utility conflicts, staff capacity, etc.
- Lower-cost and lower-complexity
- Opportunities to build a network quickly if funding becomes available
- Projects subject to prioritization process



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Long-term

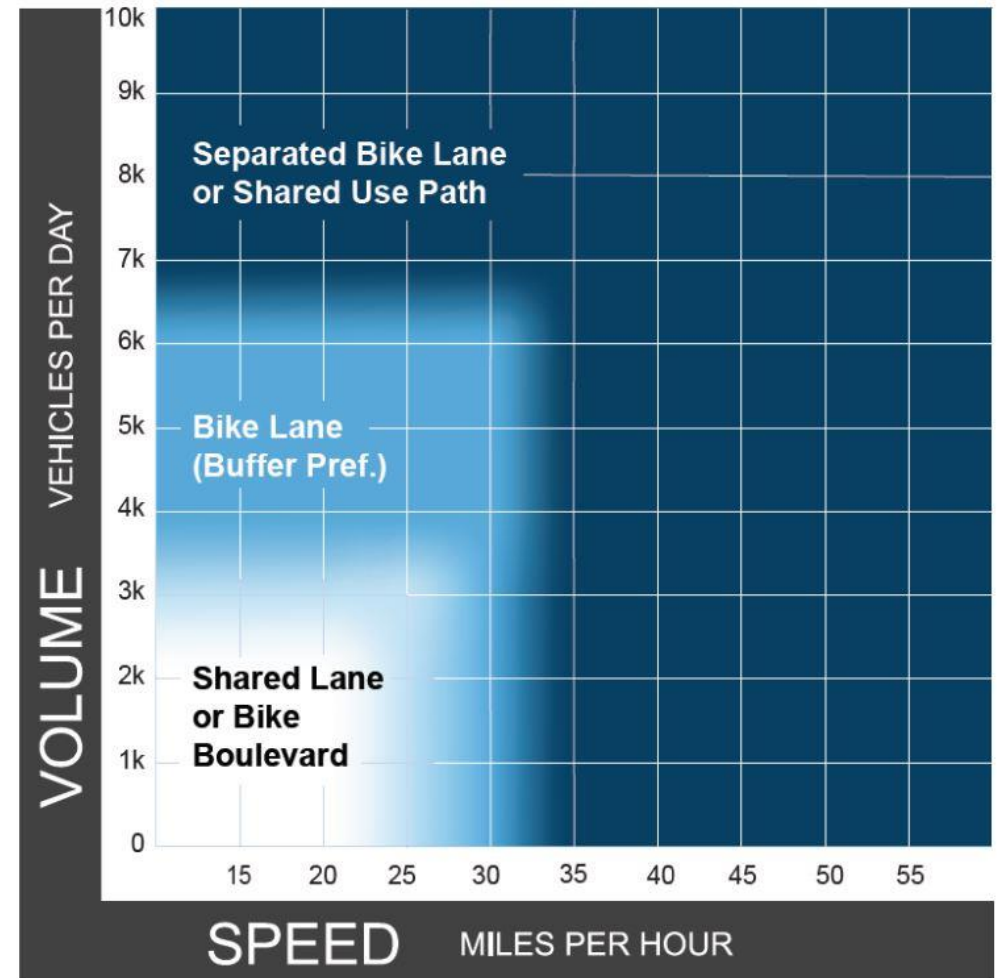
- Does not mean that it won't happen
- But...higher-cost and higher-complexity
- Projects subject to prioritization process
- Unpredictable and longer timelines can result in critical gaps in the network



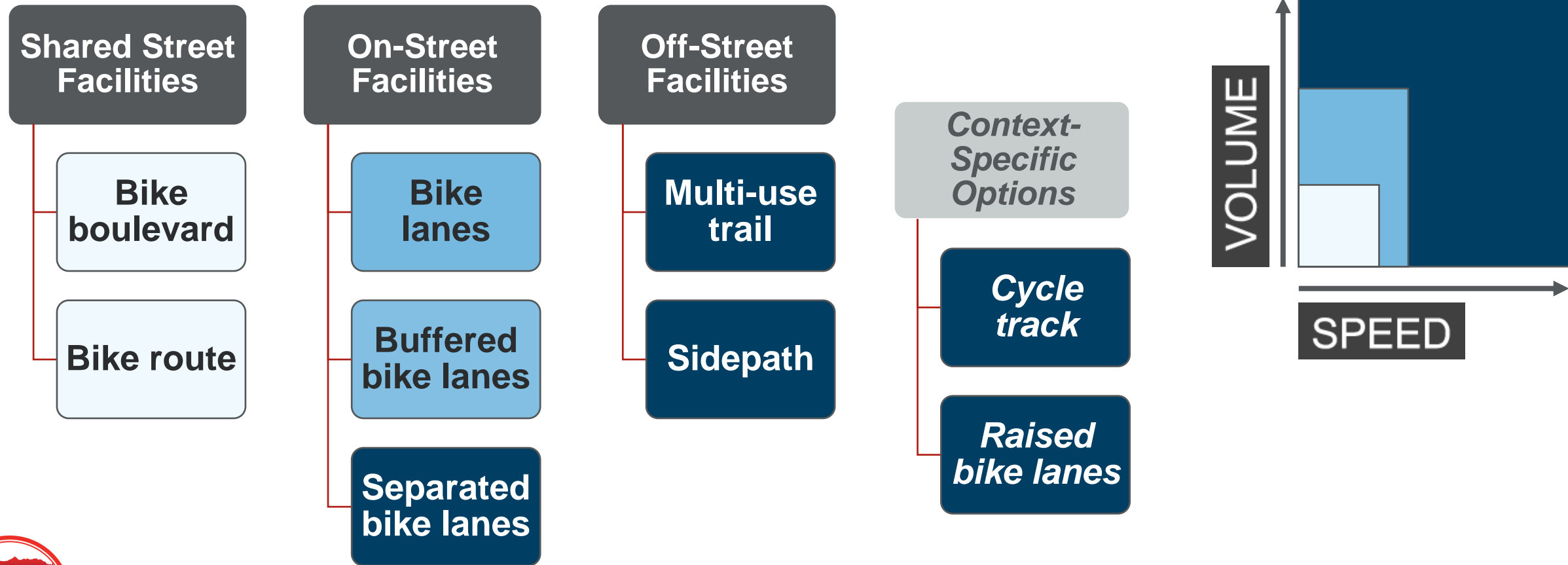
A Low-Stress Network: Facility Types

- The Plan Update will recommend infrastructure improvements to create a robust *low-stress* network
- Low-stress facilities can take a variety of forms
- Appropriate facility types depend on traffic volumes and vehicle speeds, plus surrounding context

FHWA Bikeway Selection Guide



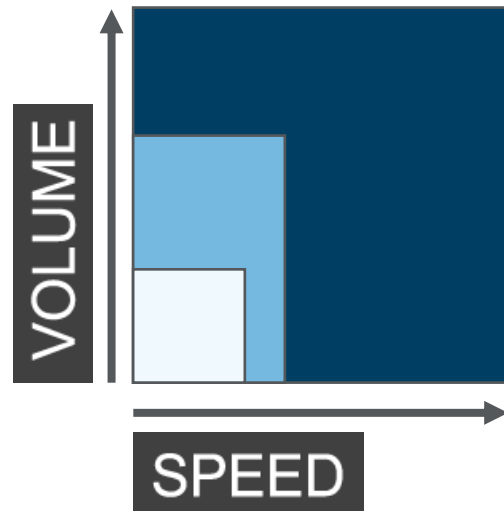
A Low-Stress Network: Facility Types



Challenges and Limitations

Best practice for creating low stress conditions for bike lanes and buffered bike lanes:

- 6,500 vehicles per day or less
- 30 MPH operating speeds or slower

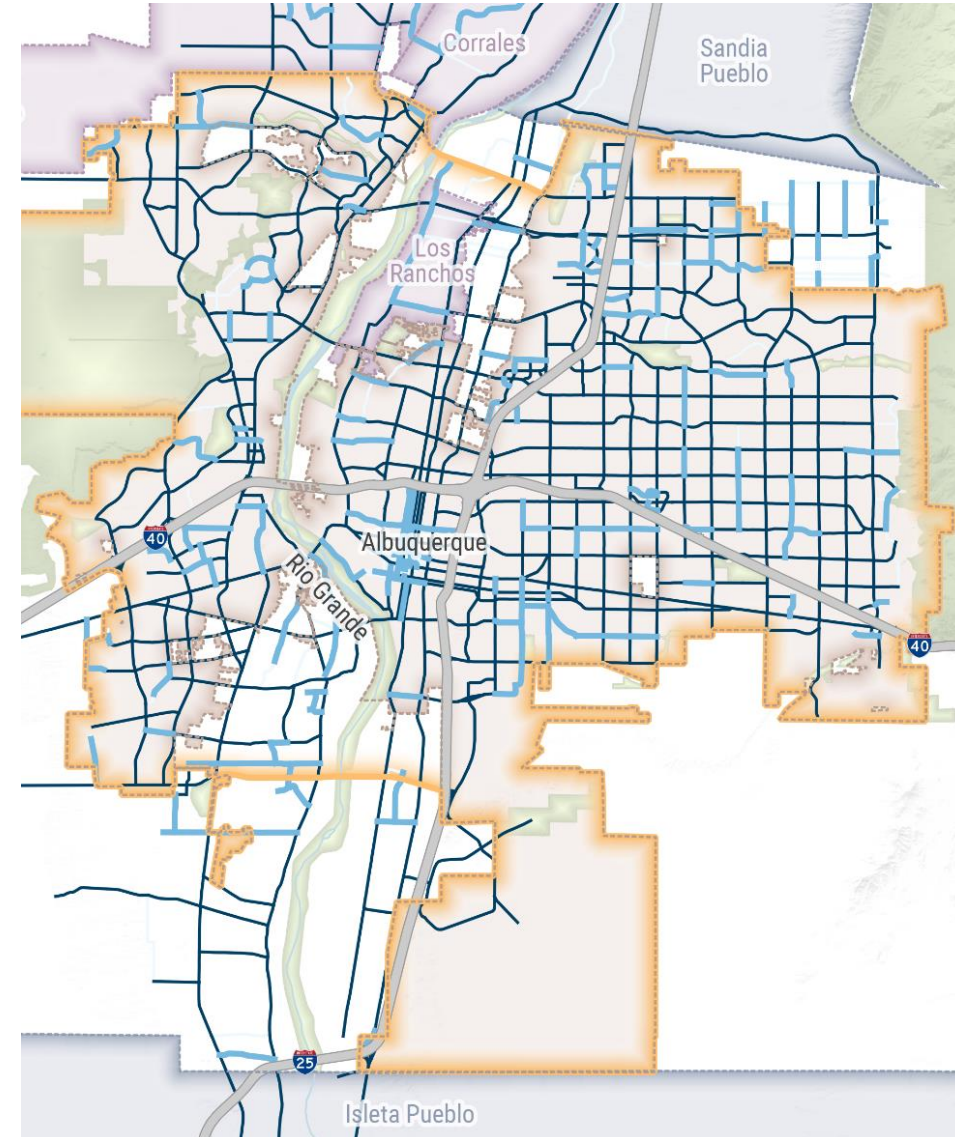


On-Street Facilities

Bike lanes

Buffered bike lanes

Separated bike lanes



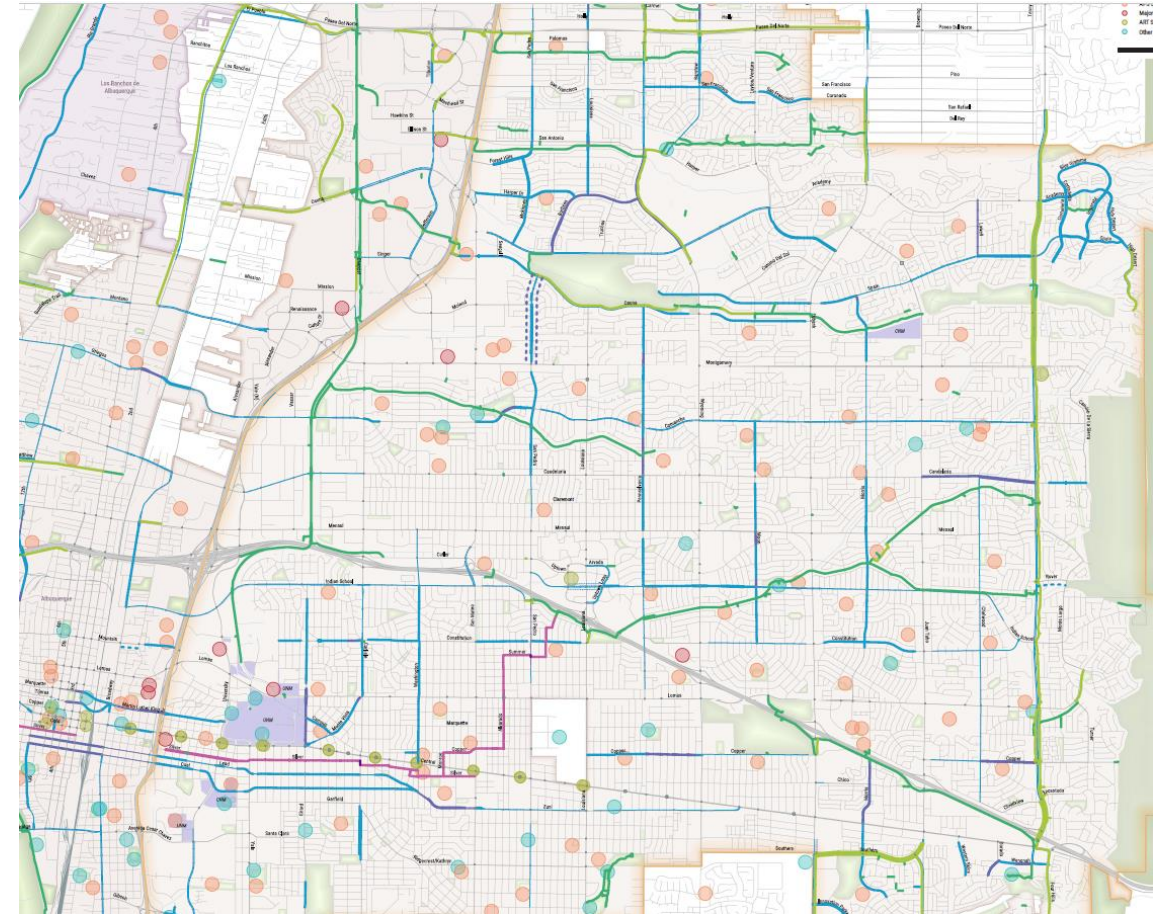
Opportunities to Build on the Existing Low-Stress Network

Existing Network

- East-west arroyo trails provide low-stress connections, but the trails are not always direct and feature some gaps

Opportunities/Desired Connections

- North-south connections between the arroyo trails
- Low-stress connections to the North Diversion Channel
- Bike boulevards on neighborhood streets



Existing Low-Stress Network: East Albuquerque



Enhancing Existing Bikeways

- Many existing bikeways are higher-stress (LTS 3 and 4) or *feel* high stress
- Near-term opportunities to create *lower-stress* bikeways through reconfiguration
 - Narrowing vehicle lanes to allow for buffers and wider bike lanes
 - Road diets through restriping
 - Adding vertical separation, where feasible
- **Limitations:** Creating *low-stress* facilities along some existing bikeways may require roadway reconstruction

Lead Ave: West of I-25
– *Existing Conditions*

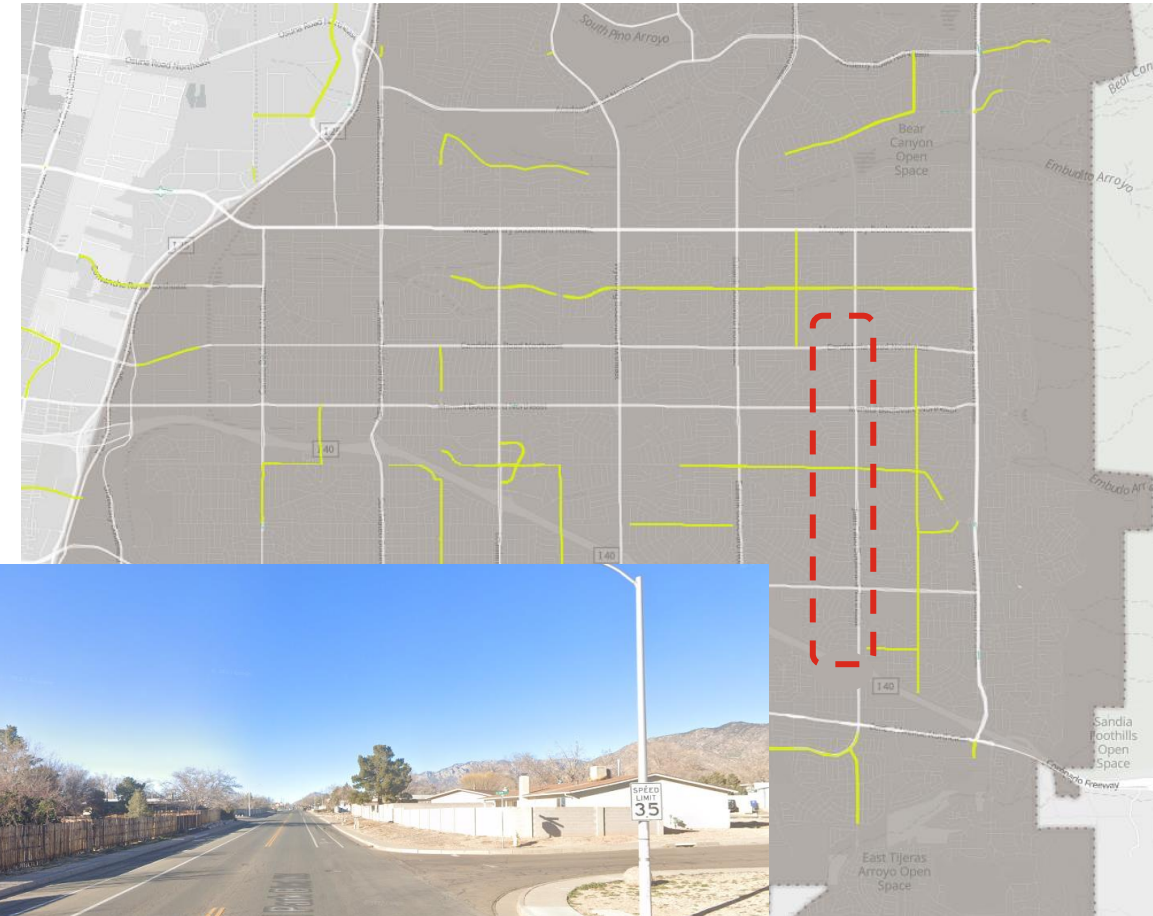


Lead Ave: West of I-25
– *Potential Concept*



Enhancing Existing Bikeways

- Near-term opportunities to create lower-stress bikeways through modest speed reductions
 - Reduce *design* speeds in addition to *posted* speeds: narrow lanes, modified signal timing, etc.
- Example: Chelwood Park Blvd
 - Current: 35 MPH
 - Proposed: 30 MPH



Potential Spines: On-street Bikeways

- **Comanche Rd (east of San Mateo Blvd)**
 - 4 lanes with median/center turn lane
 - 8,000-10,000 vpd
 - Limited driveways and intersections

- **San Pedro Dr**
 - 2-4 lanes with center turn lane
 - 5,000-15,000 vpd (highest near Uptown)
 - Limited driveways and intersections

Comanche Rd –
East of Morris Rd



San Pedro Dr –
North of Lomas Blvd



Bike Boulevards

Desired/Low-Stress Conditions:

- 1,000 vehicles per day or less
- 15-18 MPH operating speeds or slower
- Crossing treatments at major roads:
 - RRFBs: 1 or 2 lanes per crossing stage
 - PHBs (HAWK signals): 3+ lanes per crossing stage (or high speed/volume locations)
 - *Note: Crossings are both essential and can greatly add to cost and complexity*



Street Crossings

- Critical for bicycle comfort and low-stress connections
- Context-appropriate treatments based on City of Albuquerque *Bicycle and Trail Crossings Guide*
- Higher costs for major crossings
 - RRFB \approx \$100,000
 - PHB (HAWK signal) \approx \$750,000-1,000,000

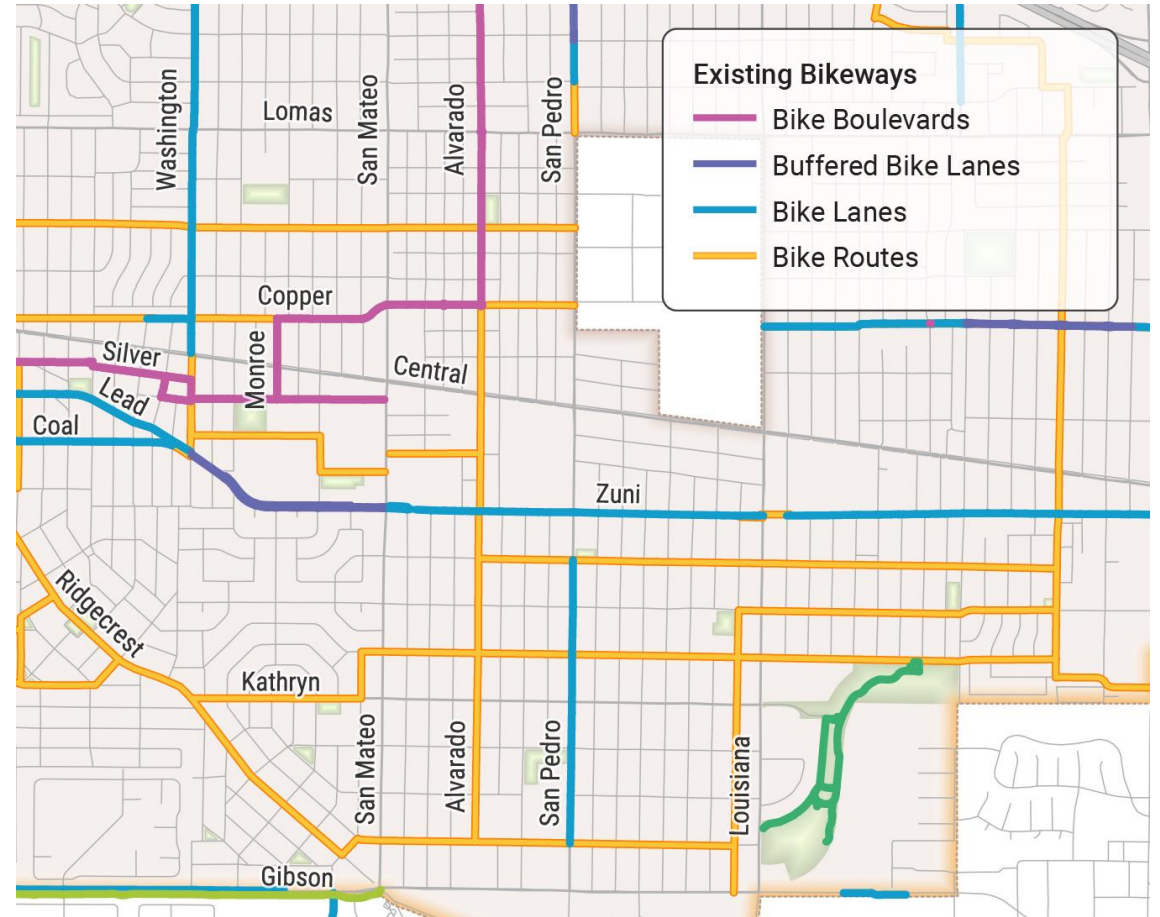


Bike Boulevard Toolkit – *Draft*

- Toolkit provides new level of rigor in identifying potential corridors and design components
 - Flow chart for screening and selecting corridors
 - Guidance on design features to achieve low volumes and low speeds
 - Emphasis on crossing improvements
- Will be incorporated into and adopted as a part of the overall Plan Update



Potential Spines: Bike Boulevards



Existing Bikeways: International District



Potential Spines: Bike Boulevards

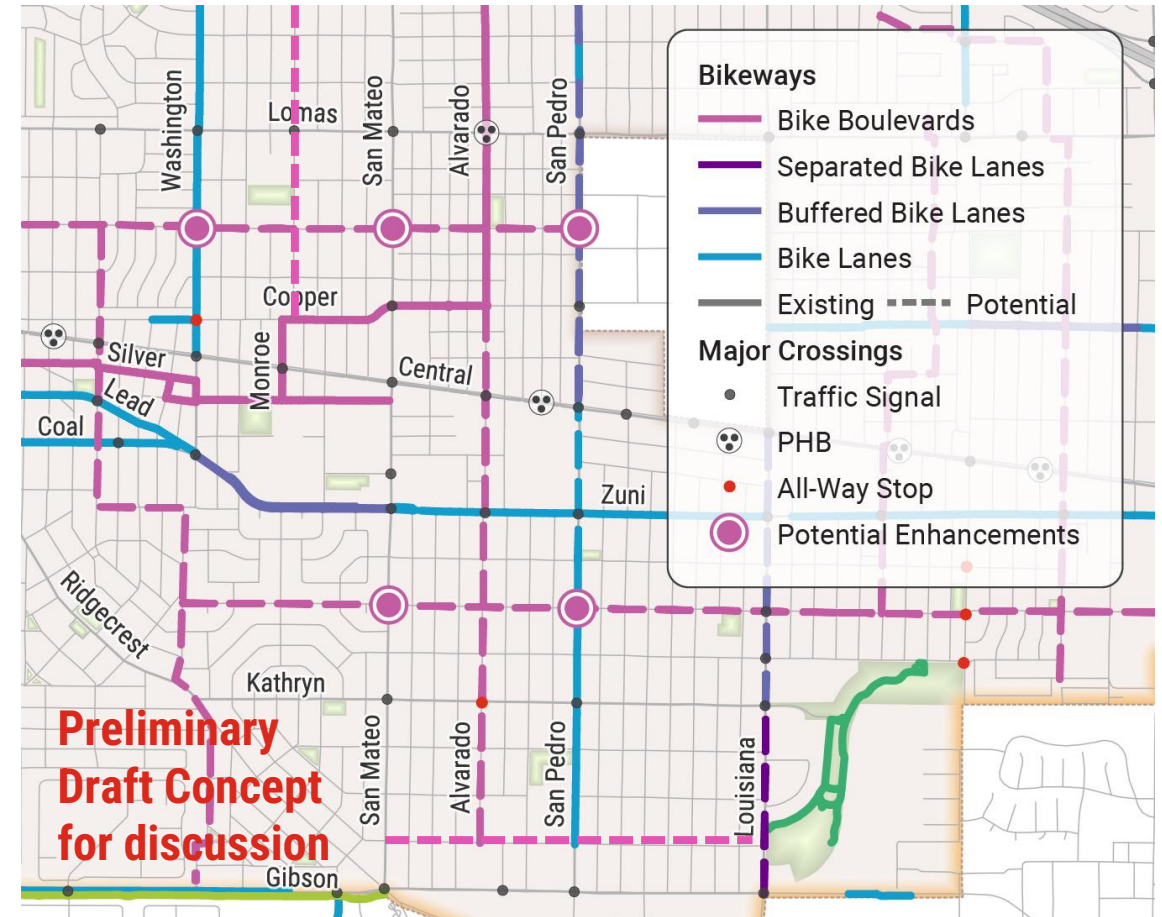


Existing Bikeways & Crossings: International District



Potential Spines: Bike Boulevards

- *Fewer, better corridors*
- Potential Bike Boulevards
 - Alvarado Dr: upgrade existing bike route
 - Marquette Ave: upgrade existing bike route
 - Trumbull Ave: replace parallel bike routes
- Enhanced crossings
 - Based on recent experience, PHBs in this area may require additional analysis related to right-of-way and utilities and may not be plausible in the near term and



Potential Bikeways & Crossings: International District



Community Input: Phase II

Upcoming Outreach Events

- Bike Thru Burque Week: October 21-29
- CiQlovía: October 22
- Pop-up events
- Public meetings
 - October 30 – 5:30-7 PM – MRCOG
 - October 31 – 12-1 PM – Virtual



Survey Map

- Provide input on which potential projects should be prioritized
- “Budget” game
- Available October 21 through November 30 from project website (www.abqbikeplan.com)

Legend

Proposed Bikeways Near-Term 20231010

- Buffered Bike Lane
- Separated Bike Lane
- Bike Lane
- Sidepath
- Trail
- Buffered Bike Lane One Direction
- Separated Two-Way Cycletrack

Proposed Bikeways Long-Term 20231010

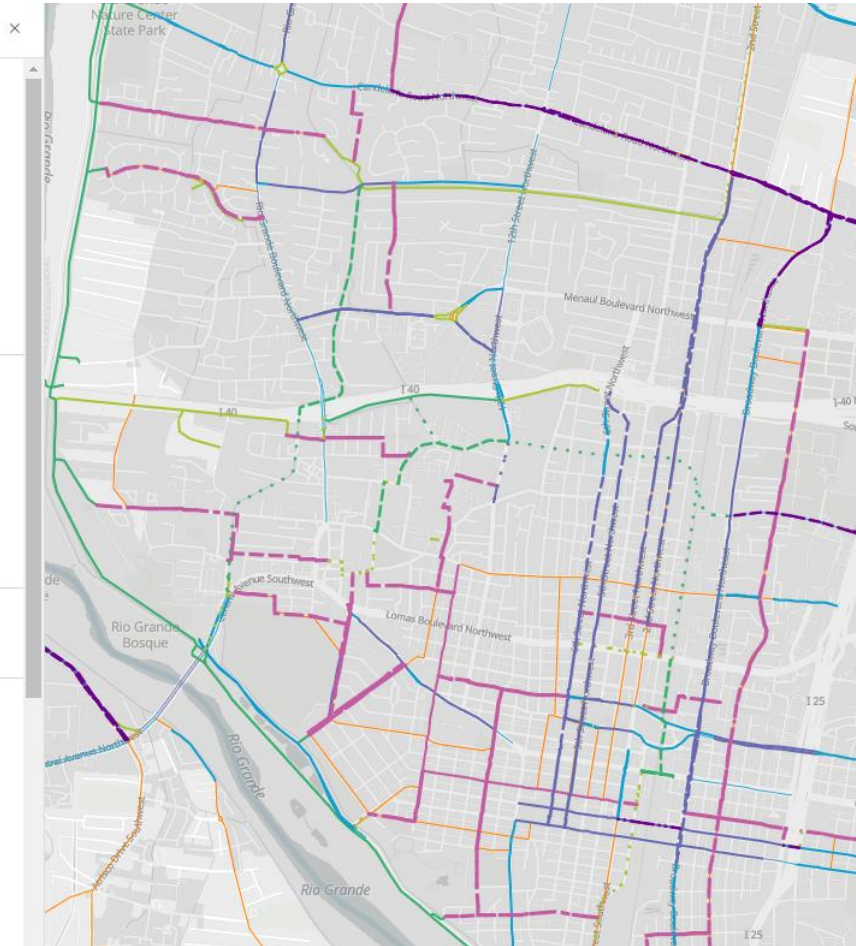
- Sidepath
- Separated Bike Lane
- Buffered Bike Lane
- Trail
- Bike Lane

Proposed Bike Boulevards 20231010

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Existing Bikeways Low Stress 20231010

- Bike Lane
- Paved Multi-Use Sidepath
- Buffered Bike Lane
- Paved Multi-Use Trail
- Bike Boulevard
- Wide Shoulder
- Separated Bike Lane



T'OOLE
DESIGN



Thank you

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