

TOOLE
DESIGN



City of Albuquerque Bikeway and Trail Facilities Plan



GAATC

February 12, 2024



General Plan Priorities

- Recommend and prioritize **on-street bikeways** and **paved multi-use trail** projects across the city
- Focus on making biking a safer and more appealing option for people of **all ages, abilities, and backgrounds**
- Consider transportation infrastructure **connections to everyday destinations**; high-quality bikeways and trails can also be used for recreational purposes
- Consider **feasibility** and **means of implementation**





Public Outreach: Key Takeaways

- Majority of trips continue to be for **recreational purposes** → opportunity to increase types of trips taken by bicycle
- **Safety is a *high* priority** among respondents; concerns include drivers going too fast and conflicts at major crossings
- User **comfort level** increases with greater separation from motor vehicles

Plan Update Goals

Equitable opportunities for bicycling that appeal to users of all ages and abilities

Connected network of low-stress corridors

Useful network providing access to a range of everyday destinations

Integrated with City and regional planning processes

Prioritized using a data-driven process

Implementable through technically feasible and maintainable infrastructure projects



Network Design Principles

Goals for Network Design

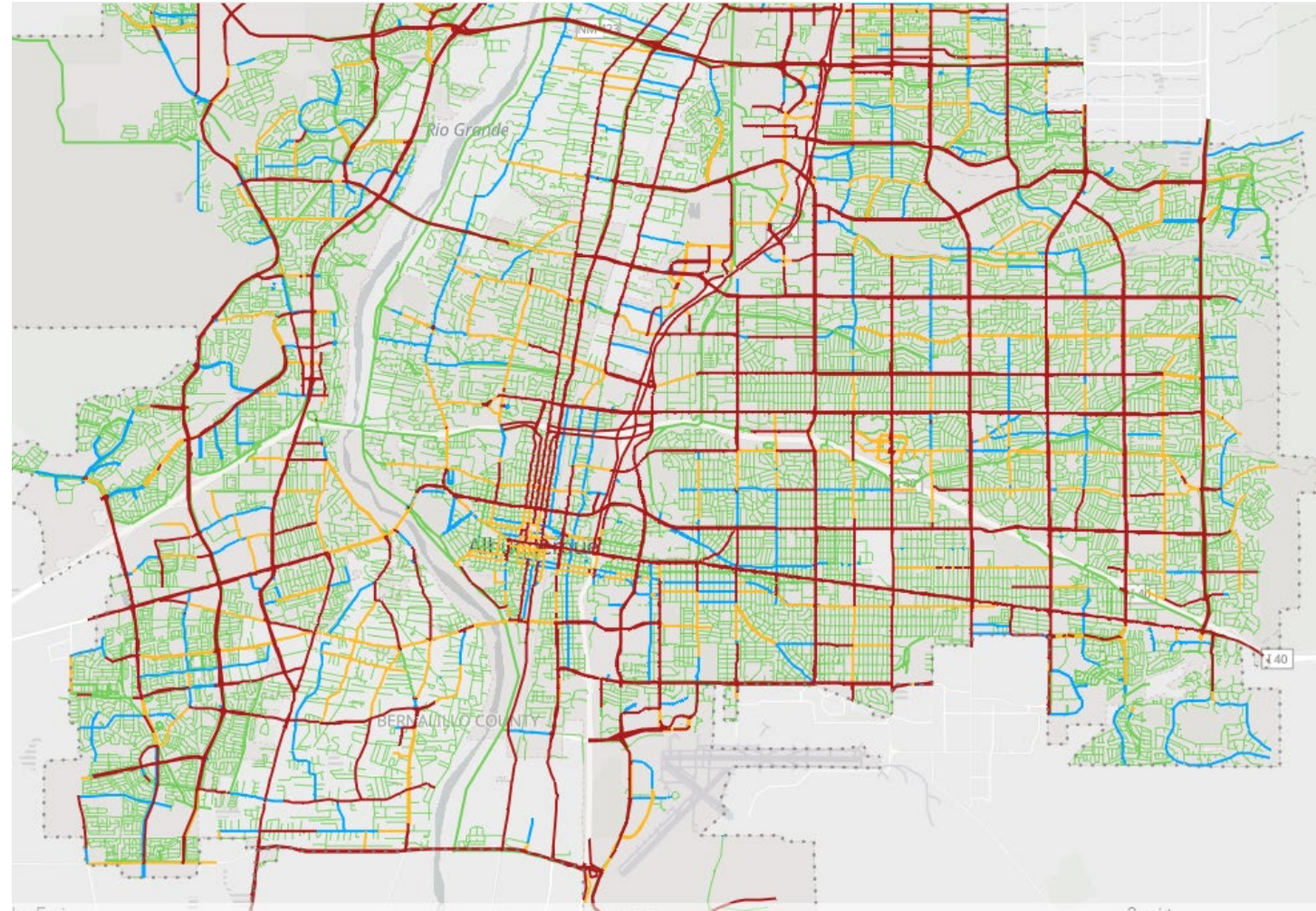
- Identify infrastructure improvements that create a robust, citywide network that achieve the following goals:
 - **Connected** network of **low-stress** corridors appealing to people of all ages and abilities
 - **Useful** network providing access to a range of everyday destinations (commercial districts, schools, transit, etc.)
 - **Implementable** through technically feasible and maintainable infrastructure projects that are plausible in the near term



A Low-Stress Network

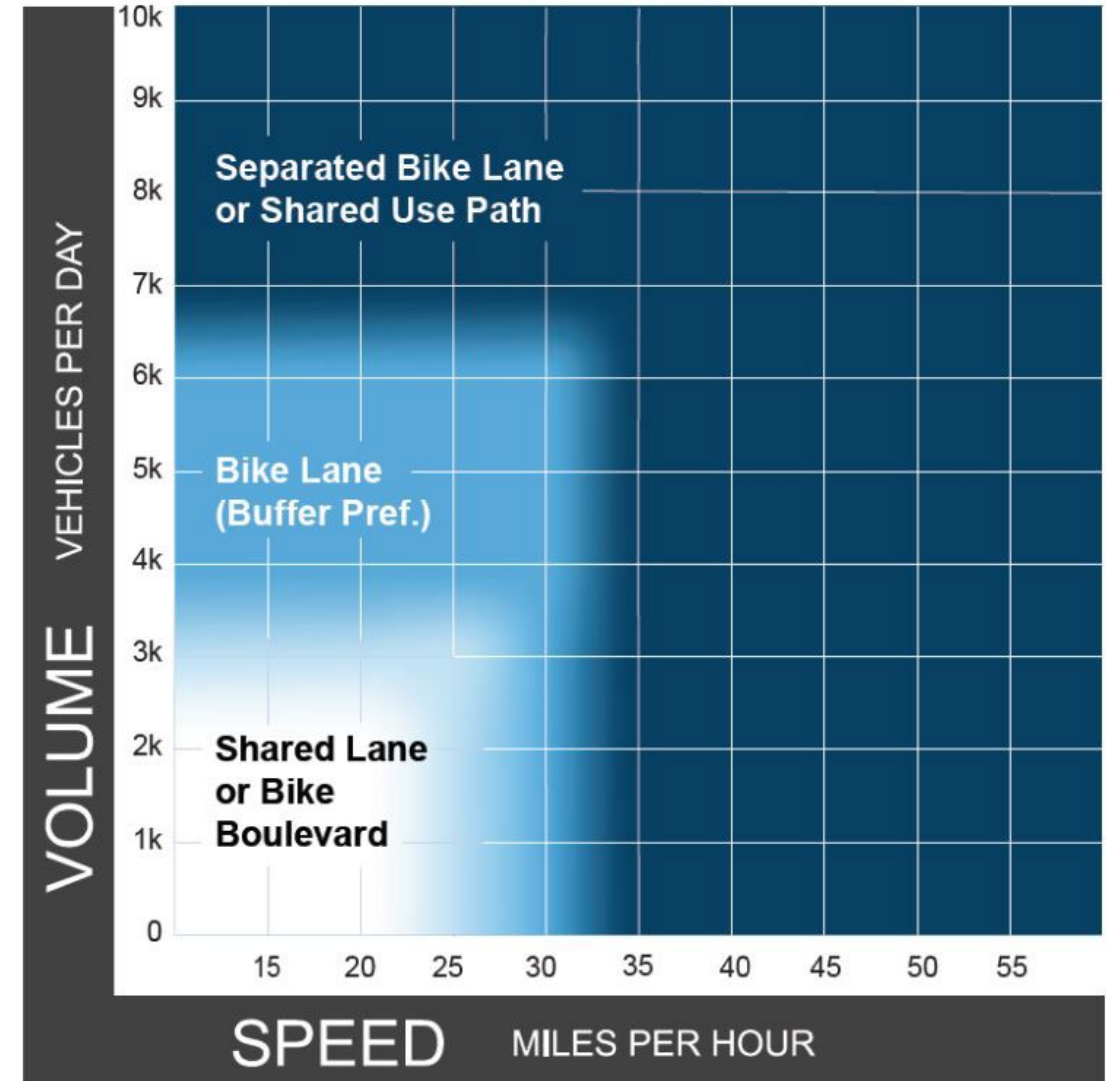
- Low-stress trails provide strong regional connections
- Many neighborhood streets appeal to a wide range of bicyclists – except at crossings
- Most major roadways that cross barriers are higher-stress, even with bike lanes

Level of Traffic Stress Analysis



A Low-Stress Network: Facility Types

- Plan Update recommends 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



A Low-Stress Network: Challenges

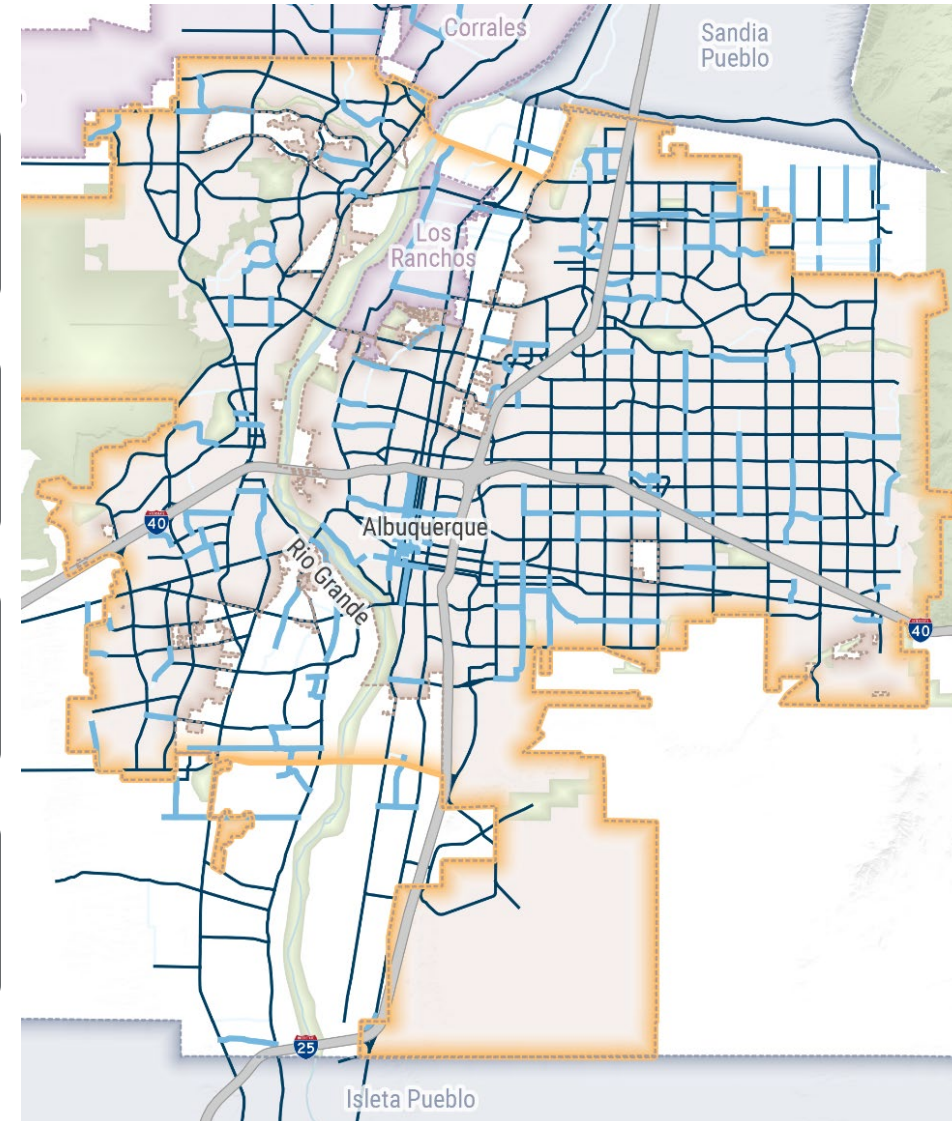
- Separated bike lanes are not always practical or feasible
- Best practice for creating low-stress conditions for bike lanes and buffered bike lanes:
 - 6,500 vehicles per day or less
 - 30 MPH operating speeds or slower
- Many major roads exceed those thresholds

On-Street Facilities

Bike lanes

Buffered bike lanes

Separated bike lanes



A Low-Stress Network: Street Crossings

- Critical for bicycle comfort and low-stress connections along **paved multi-use trails** and **bike boulevards**
- Context-appropriate treatments based on City of Albuquerque *Bicycle and Trail Crossings Guide*



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)
- Frequent opportunities to implement restriping as part of resurfacing projects
- Timeframe: Plausible in the near term

Street reconstruction and trail construction:

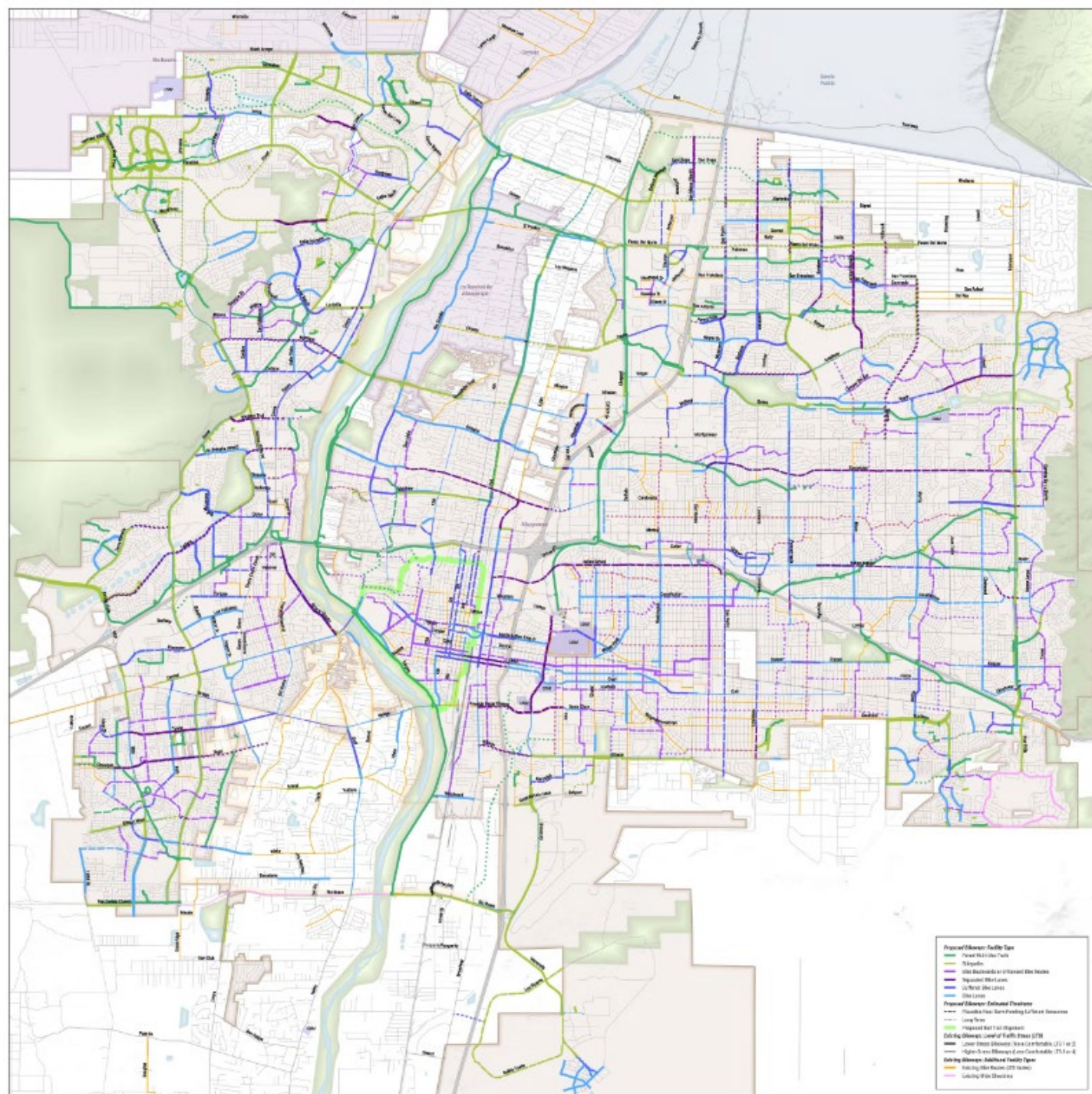
- Projects that significantly change street geometry or construct new multi-use trails
 - Curb and gutter relocation
 - Right-of-way acquisition
 - Drainage impacts
- Higher costs and complexity
- Standalone projects with fewer opportunities for implementation
- Timeframe: NOT plausible in the near term (i.e., long-term)



Draft Bikeway and Trail Network

Draft Network

- Recommendations include:
 - Facility type
 - Implementation timeframe (plausible near-term versus long-term)
 - Means of implementation
 - Planning-level cost estimates
- Go to the Documents & Materials tab to see full *draft* network



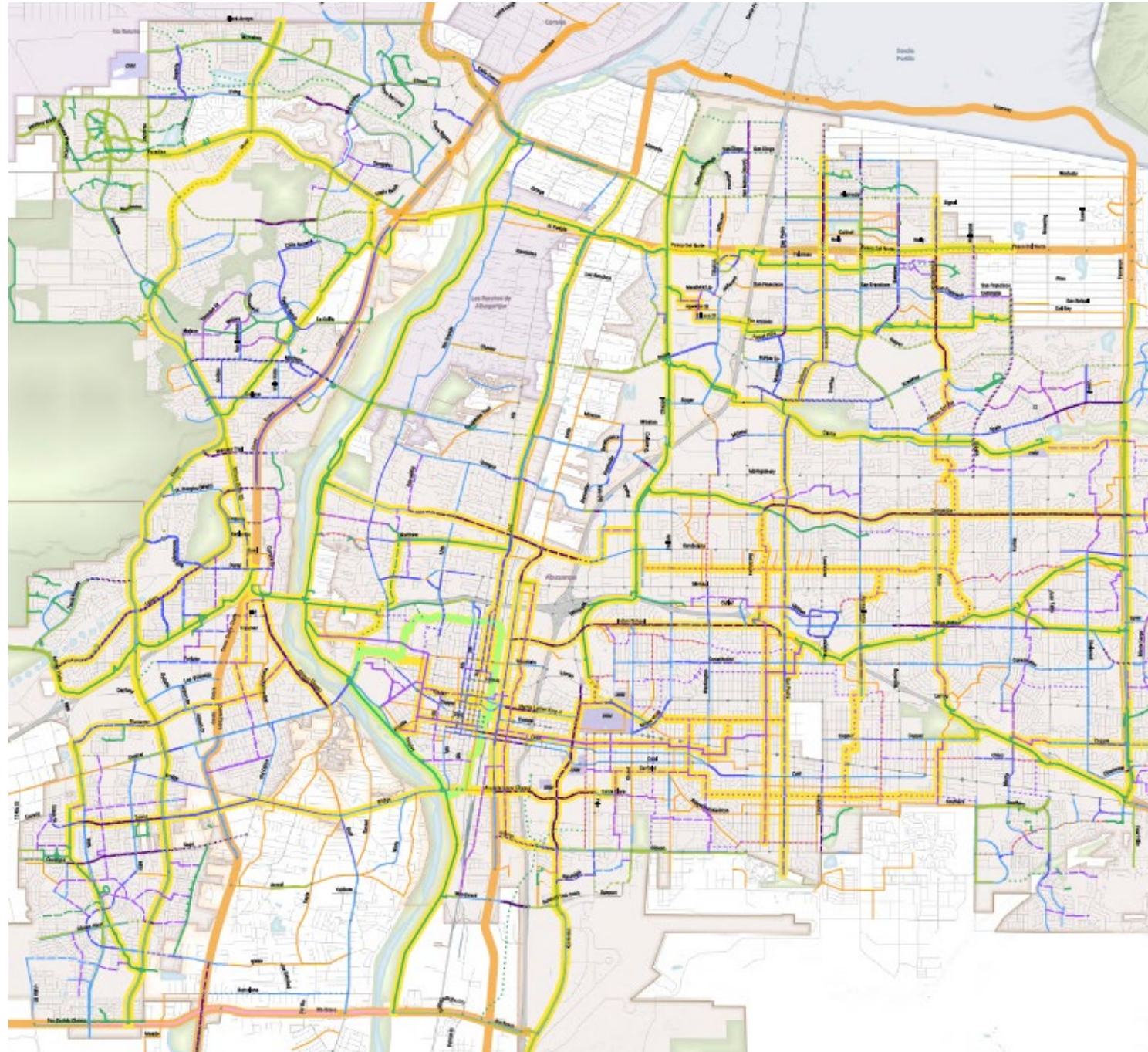
Network Components

- New bikeways
 - Expanding the network of bike boulevards
 - Separated bike lanes, where feasible and based on LTS results
- Enhanced crossings of paved multi-use trails and bike boulevards
- Enhancements to existing bikeways
 - Upgrade in facility type
 - Buffered bike lanes → separated bike lanes
 - Bike route → bike boulevard
 - Increased user comfort through speed reduction



Network Spines

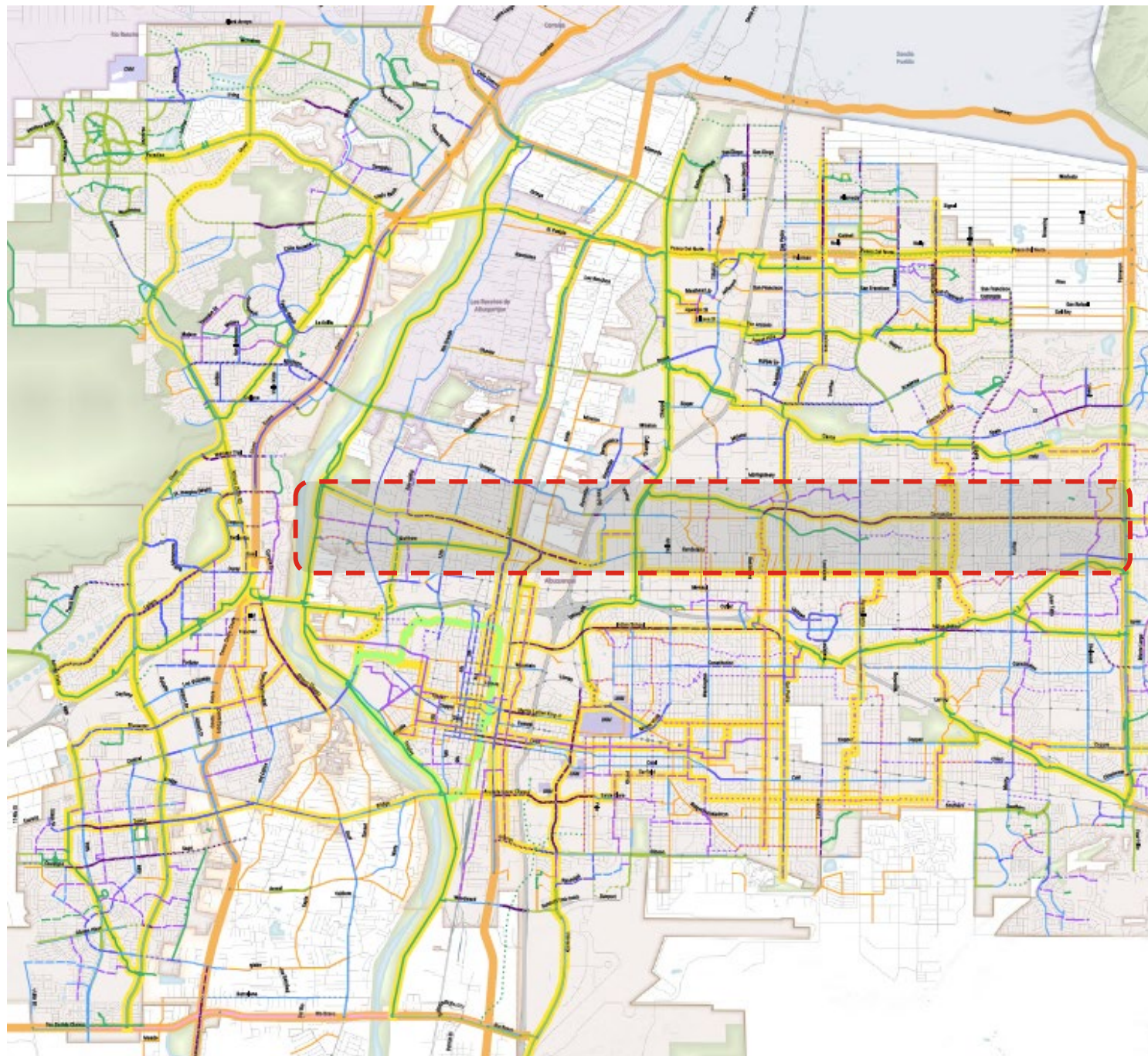
- Corridors that support longer-distance travel by bicycle and connect several neighborhoods
- Some spines are parallel to each other
 - Different potential implementation timeframes
 - Different facility types to accommodate preferences of different users
- Distributed across the city



Network Spines

Comanche Rd + Candelaria Rd:

- Tramway Blvd to Paseo del Bosque trail
- Utilizes existing Paseo del Nordeste and North Diversion Channel trails
- Mostly plausible in the near term



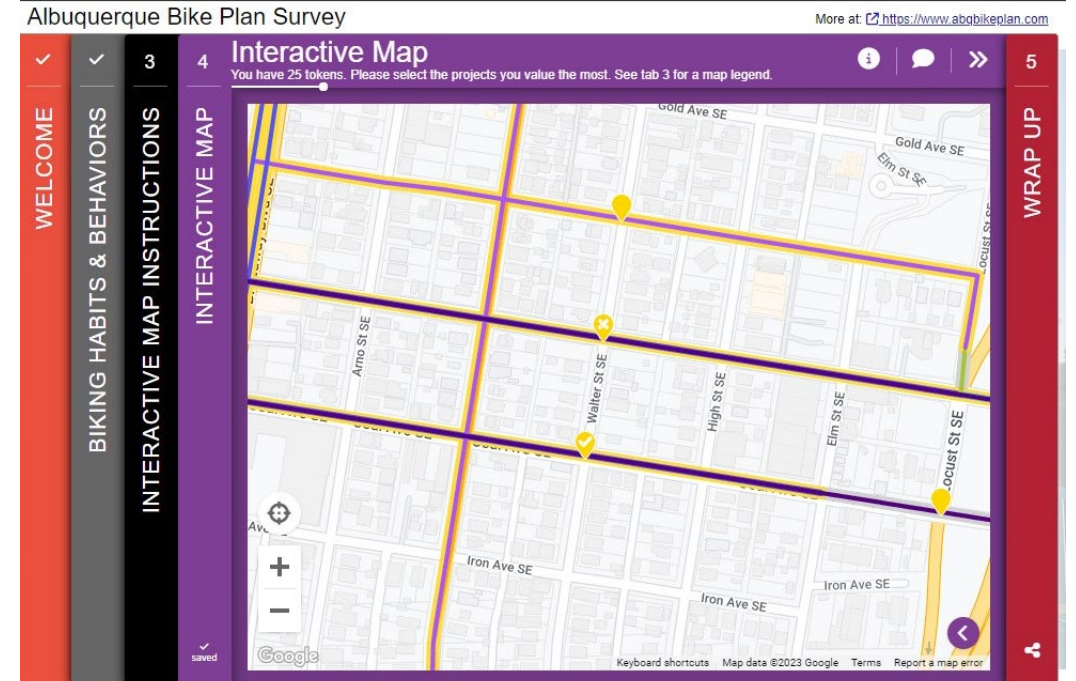
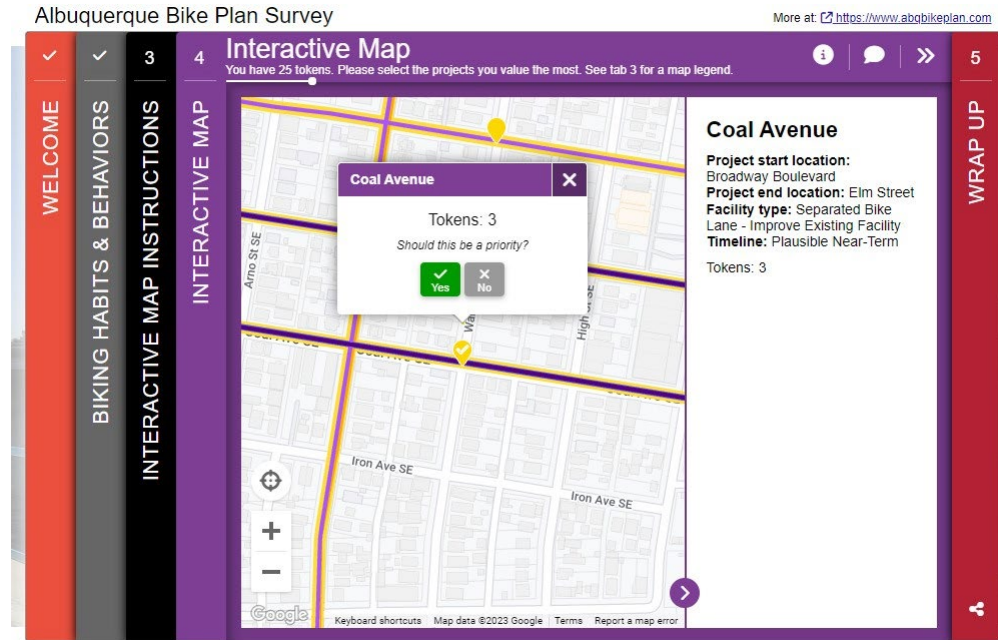
Public Input

Project Priorities Map Survey

- Available through project website from October 21 through November 30, 2023
- Hardcopy maps at pop-up events during Bike Thru Burque Week
- 662 participants
- 1,250 page views

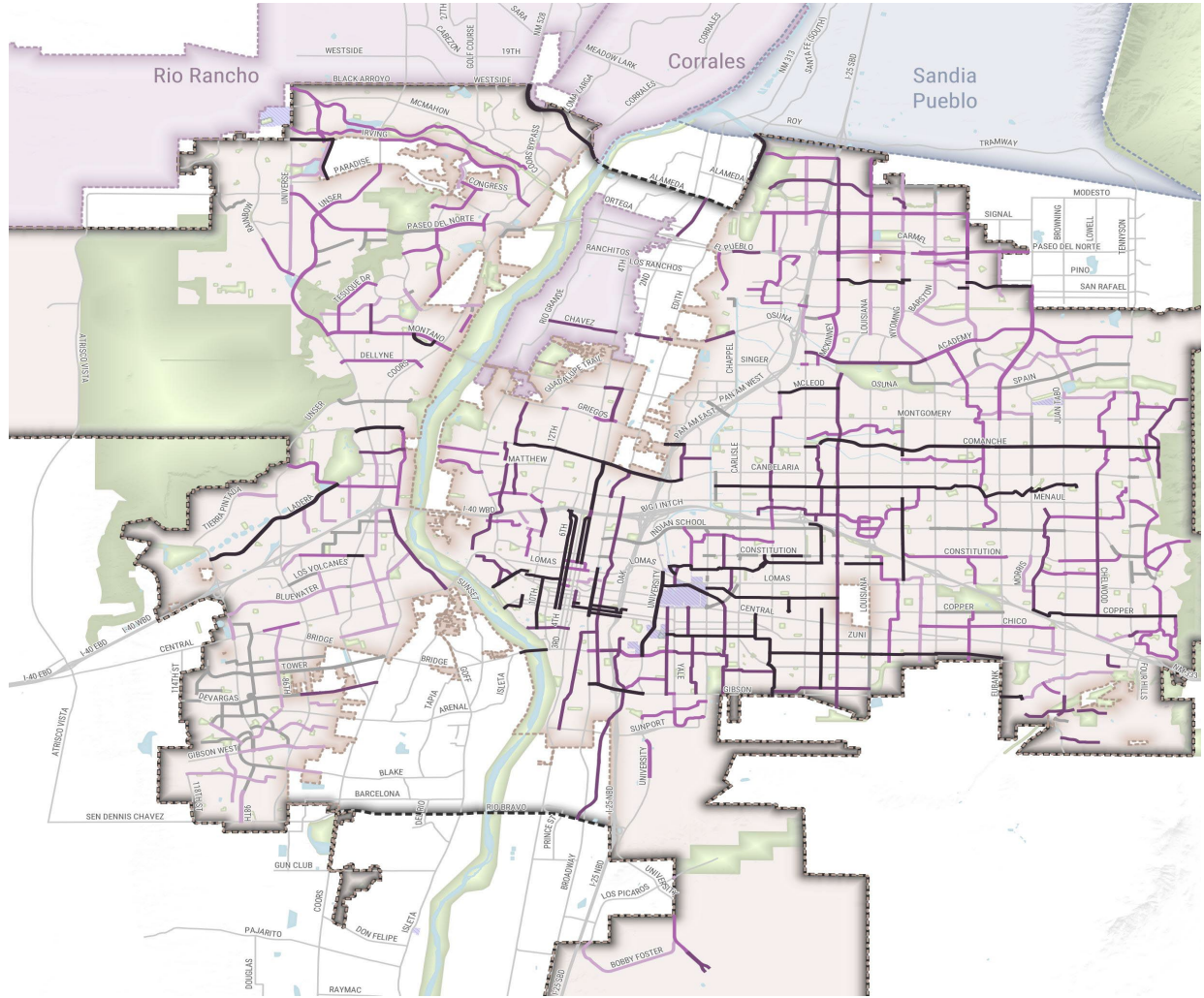


ONE ALBUQUERQUE municipal development
RQUE



Project Priorities Map Survey

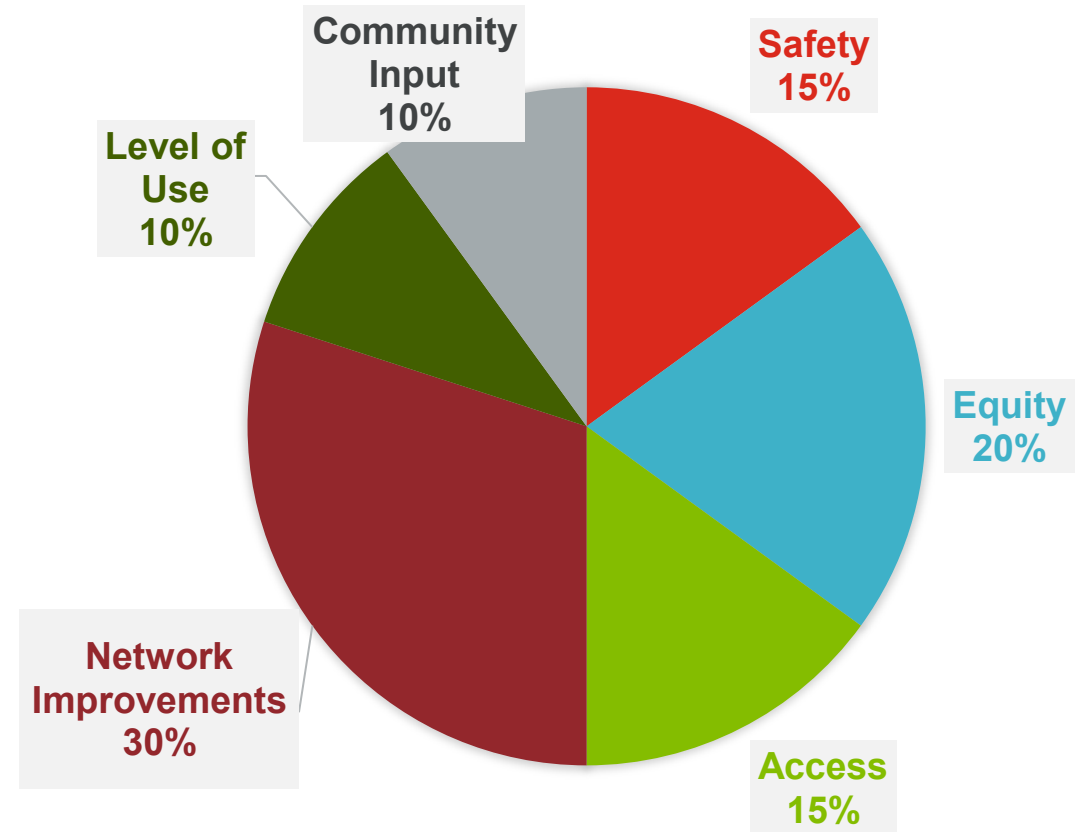
	Street	From	Proposed Facility
1	University Boulevard	Avenida Cesar Chavez to Lomas Boulevard	Separated Bike Lane
2	Indian School Road	Broadway Boulevard to San Pedro Drive	Separated Bike Lane - Improve Existing Facility
3	San Pedro Drive	Gibson Boulevard to Osuna Road	Buffered Bike Lane
4	Las Lomas Road / Campus Boulevard	University Boulevard to Monte Vista Boulevard	Buffered Bike Lane / Enhanced Bike Route
5	Comanche Road	San Mateo Boulevard to Tramway Boulevard	Separated Bike Lane



Prioritization

Evaluation Criteria

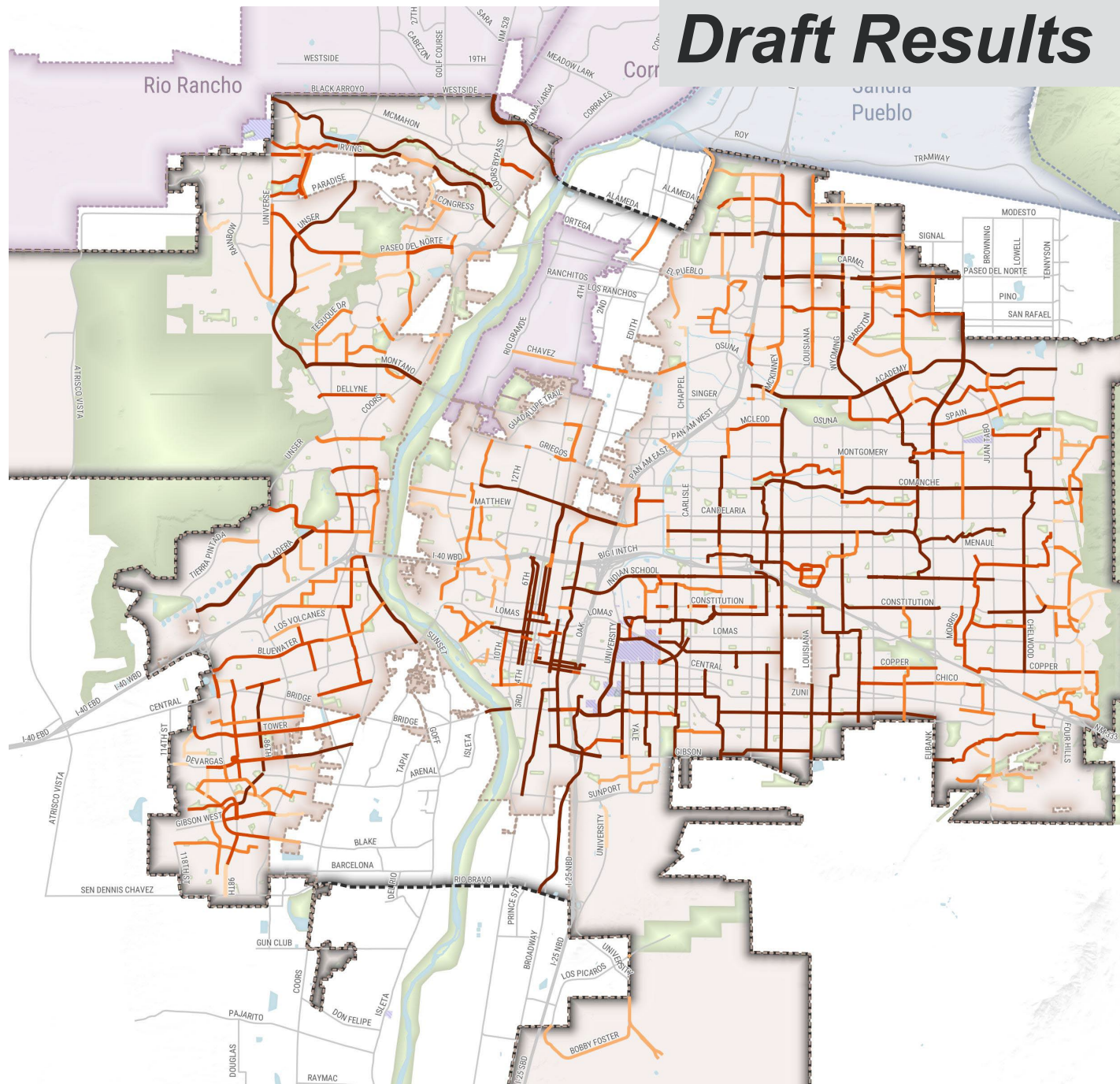
Category	Criteria
Safety	Bicyclist-Involved Crashes
	High Fatal and Injury Network
Equity	Vulnerability Index
Access	Destinations
	Comp Plan Centers
Network Improvements	Facility Needs
	User Comfort
	Network Spine
Level of Use	Potential For Bicycle Trips
Community Input	Community Input



Prioritization Results

Prioritization results to be considered alongside project timeline (near-term versus long-term), cost estimates, and technical challenges during project selection

Draft Results



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Where Does the City Go From Here?

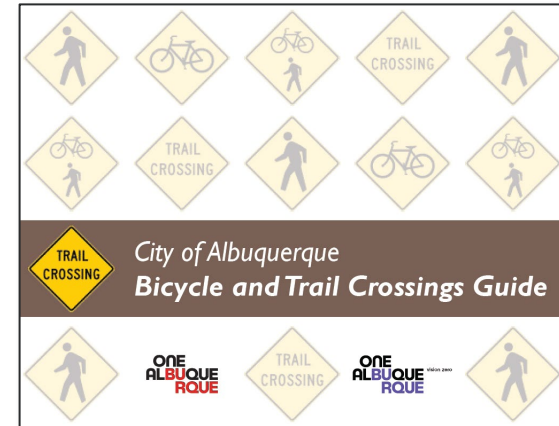
General Means of Implementation

	Opportunistic	Proactive
	<i>Can be Accomplished via Complete Streets Resurfacing</i>	<i>Targeted / Standalone Project</i>
Reconfiguration	<ul style="list-style-type: none"> ▪ Bike lanes ▪ Buffered bike lanes ▪ Enhanced bike routes 	<ul style="list-style-type: none"> ▪ High-priority bike lanes and buffered bike lanes ▪ Intersection and signal improvements ▪ Separated bike lanes ▪ Bike boulevards (enhanced crossings)
Reconstruction	<ul style="list-style-type: none"> ▪ City-led major roadway improvement projects integrating bikeways ▪ Sidepaths accompanying new development ▪ Street construction accompanying new development 	<ul style="list-style-type: none"> ▪ High-priority sidepaths ▪ High-priority projects that require roadway widening or median narrowing

Policy Recommendations

Continue doing things that are working

- Complete Streets Annual Maintenance Program
- Esperanza Bicycle Safety Education Center
- Bicycle and Trail Crossing Guide
- City of Albuquerque e-bike policy
- Integration of City and regional planning efforts



Policy Recommendations

- Updates to the Development Process Manual
- Regional transportation demand management program
- Signage/wayfinding plan
- Maintenance Plan
- Additional funding/staff resources
- Proactive project development



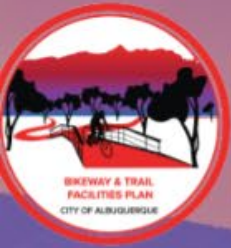
Next Steps

Next Steps

- **Feedback on Full Draft Plan**
 - Posted online for public review in February
 - 30-day public comment period
- **Future Conditions Story Map**

- **Informational public meeting**
(date to be determined)
- **Plan approval**
 - Environmental Planning Commission
 - City Council





Project Background

What is the Bikeway & Trail Facilities Plan Update?

The Bikeway & Trail Facilities Plan Update will build upon and revise the City's [2015 plan](#) to reflect Albuquerque's growth as a city, recent investments in bike lanes and multi-use trails, and national best practices in network planning and bikeway design. The Plan Update will recommend bikeway and paved multi-use trail projects across the city to make biking a safer and more appealing option for people of all ages, abilities, and backgrounds. Learn more about the Plan Update, how bikeways can benefit Albuquerqueans, and how the Plan Update advances other City and regional goals.

¿Qué es el plan para la mejora de ciclovías y senderos compartidos?

El plan para la mejora de ciclovías y paseos compartidos desarrollará y revisará el plan anterior (2015) para reflejar el crecimiento de la ciudad de Albuquerque e incorporar las inversiones en la infraestructura para ciclistas. Además, el plan considerará las mejores prácticas en el diseño y la planificación de las ciclovías y hará recomendaciones sobre proyectos específicos por todas partes de la ciudad. Últimamente, el objetivo es crear más oportunidades para personas de todas edades y habilidades a andar en bicicleta.

Haga clic [aquí](#) para participar en una encuesta y un mapa interactivo sobre las condiciones para ciclistas en Albuquerque. Contacte a asussman@tooledesign.com para más información en español.

- **Project website:**
www.abqbikeplan.com
- Draft documents & materials
- Existing conditions story map
- Draft network

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Thank you

www.ABQBikePlan.com

abqbikeplanupdate@cabq.gov

