2024 CITY OF ALBUQUERQUE BIKEWAY AND TRAIL FACILITIES PLAN

APPENDIX A: PLANNING & POLIICY FRAMEWORK

ONE ALBUQUERQUE municipal development

ONE ALBUQUERQUE parks & recreation

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Overview and Summary

This comprehensive review identifies and summarizes local and regional policies and planning efforts to understand how they relate to and/or support the development of the 2024 *Bikeway and Trail Facilities Plan*. Reviewing these initiatives helps to reveal gaps in ongoing efforts to improve bicycling conditions across the City of Albuquerque and where there are opportunities for further progress.

Relevant documents and initiatives are organized into the following categories:

- Policy documents
- Regional Planning Documents and Programs
- Reference Documents
- Implementation Programs
- Recent / Ongoing Studies
- Encouragement Programs
- Advisory Committees
- Other Initiatives

Table 1 contains a summary of these documents and identifies their relevance to the 2024 Plan. Detailed summaries can be found in the sections below.

Table 1. Applicability of Relevant Plans and Policies and Opportunities for Further Progress

Category	Document	Relevance to the 2024 Plan	Opportunities for Further Progress Through the 2024 Plan
Policy Documents	**Comprehensive Plan (2017)**	Policy document that provides a vision for long-term growth and development priorities, including transportation and urban design. Contains high-level descriptions of bikeway facility types.	Incorporate relevant policies into bikeway prioritization to further support implementation of Comp Plan goals and policies.
	Complete Streets Ordinance (2019)	City Council Ordinance requiring the consideration of Complete Streets design principles and the needs of people walking and biking as part of all roadway projects.	Define desired bikeway facility types and their application based on City of Albuquerque road conditions.
	Vision Zero Action Plan (2021) and Year in Review (2023)	Outlines areas of action to address crashes resulting in serious injuries and fatalities for the city as a whole, and for vulnerable communities and vulnerable road users, in particular. Contains a city-level High Fatal and Injury Network (HFIN).	Incorporate safety data and Vision Zero analyses into bikeway prioritization.
	Climate Action Plan (2021)	Establishes the value of walking and bicycling as mitigation and resilience strategies and documents community desires to increase pedestrian and bikeway facilities.	Prioritize projects that are most likely to increase the share of trips taken by bicycle, producing a reduction in GHG emissions.
Regional Planning Documents and Programs	**Statewide Prioritized Bicycle Network Plan (2018)**	Identifies a system of priority tiers and design guidance for bikeway facilities along US and NM highways based on the role the roadway could play in statewide and regional bikeway systems.	Consider potential NMDOT-led improvements as part of 202 Plan recommendations.
	Connections: 2040 Metropolitan Transportation Plan (2020)	Documents current transportation trends while projecting future transportation needs and establishing regional investment priorities.	Develop recommendations that can form the basis for federal funding applications.
	Long Range Bikeway System	Contains a regional map of existing, planned, and proposed bikeways, based on input from public agency staff across the Albuquerque region, as well as proposed bikeways on future roads that will be built as a part of development projects.	Consider previously proposed enhancements as an input to the network development process. Incorporate bikeway and trail recommendations from the 2024 Plan into the Long Range Bikeway System.

Category	Document	Relevance to the 2024 Plan	Opportunities for Further Progress Through the 2024 Plan
	MRCOG Non-Motorized Traffic Counts Program	Program provides quantitative data on level of use along existing bikeways and trails.	The 2024 Plan can be used as a reference for prioritizing locations for data collection.
	Regional Transportation Safety Action Plan Update (ongoing)	Profiles the most dangerous locations across the Albuquerque metropolitan area and identifies appropriate safety countermeasures.	Recommendations from the RTSAP can support federal funding applications. Appropriate countermeasures can be incorporated into the final project design.
	Bernalillo County Pedestrian and Bicycle Safety Action Plan (ongoing)	Evaluates bicycle and pedestrian needs by subarea and identifies appropriate countermeasures and location-specific bicycle and pedestrian improvement projects across unincorporated areas of Bernalillo County.	Consider bikeway connections from unincorporated areas to city and regional routes.
Reference Documents	**Bikeways & Trails Facility Plan (2015)**	Previous city-level bikeway and trail plan that establishes bicycle and trail-specific goals, proposes capital improvements, and outlines potential programs and policy recommendations.	Focus on an implementable network of bikeways and trails that suits the needs for people biking of all ages, abilities, and backgrounds. Create criteria for selecting, designing, and implementing bike boulevards. Reconcile the bikeway and trail network with the LRBS. Update recommendations for on-street bikeways and paved multi-use trails.
	Development Process Manual (2020)	Technical standards document for infrastructure improvements, which provides design guidance on a variety of public and private developments, including public right-of-way and bikeway and trail facilities design.	Incorporate emerging best practices in bikeway and trail design into City design standards.
	Bicycle & Trail Crossings Guide (2022)	Identifies appropriate crossing facility types and countermeasures for improving roadway crossing conditions along bicycle and trail routes and decision-making guidance.	Apply crossing treatment guidance to trail and bike boulevard crossing locations and prioritize investments that will support a well-connected, low-stress network.
	Bikeway Project Evaluation Process: Overview and Methodology (2022)	Outlines the City's evaluation process for selecting bikeway projects based on the project benefits, technical feasibility, and the magnitude of cost.	Update the process to ensure consistency with the 2024 Plan goals and objectives. Formally adopt the evaluation process as part of the 2024 Plan.
Implementation Programs	**Complete Streets Annual Maintenance Program**	Leverages city-wide repaving and restriping program to implement on-street bikeways.	Identify projects that could be implemented through Complete Streets resurfacing, as well as complementary treatments to further enhance safety and user comfort.

Category	Document	Relevance to the 2024 Plan	Opportunities for Further Progress Through the 2024 Plan
	Capital Project Development	City-led bikeway and trail implementation projects, either as standalone projects or part of larger roadway improvements, utilizing funds from general obligations bonds and other City sources.	Identify clear project priorities and magnitude of cost estimates.
	Private Development	Site development projects are required to improve the roadway frontage, creating a means for implementing sidepaths. Trails and bikeways may be built on new roads accompanying private subdivision development.	Identify desired bikeway improvements that could occur through private development.
Recent / Ongoing Studies	**I-25 Bicycle Accessibility Study (2020; updated 2021)**	Evaluates gaps in the bikeway network caused by I-25 and identifies potential improvements.	Integrate and prioritize recommendations into the 2024 Plan as appropriate. Review the benefits of previously proposed I-25 bridge crossing locations.
	Bike Gap Closure Project List Summary Profiles and Feasibility Study (2022 / 2023)	Evaluates opportunities to close gaps on existing bikeways, based on priority list provided by GABAC (now GAATC). Feasibility Study conducts further engineering analysis on three priority locations: San Pedro Dr, Claremont Ave, and the Osuna Rd/San Mateo Blvd intersection.	Incorporate previously proposed bikeway and trail projects into the recommended network in the 2024 Plan, as appropriate.
	Rail Trail Framework Plan, Alignment Studies, and Planning and Design (ongoing)	Set of studies and plans that identify the alignment, preferred design, and desired amenities along the proposed Rail Trail. Design in progress on the first segments as of 2024.	Incorporate the Rail Trail alignment into the recommended network and identify potential on-street connections.
	Rio Grande Trail Master Plan (ongoing)	Identifies alignments for a 500-mile multi-use trail open to people hiking, biking, and horseback riding along the Rio Grande corridor from Texas to Colorado.	Coordinate on recommended trail alignments through the City of Albuquerque.
	UNM Integrated Campus Master Plan (ongoing)	Guides the University of New Mexico's decisions on the physical environment and character of each campus, including issues related to access and mobility.	Coordinate on recommended street and bikeway projects that connect to and travel through the UNM main campus.

Policy Documents

City of Albuquerque/Bernalillo County Comprehensive Plan

The *Comprehensive Plan* (2017) is the City's primary reference for policy priorities and the long-term vision document for managing growth. The document contains a range of policies and recommendations related to infrastructure development and desired urban form and is organized around a series of designated Centers and Corridors where additional development is encouraged.

Chapter 6 – Transportation

The Transportation chapter of the *Comprehensive Plan* describes existing conditions and general priorities for all modes of transportation, with an emphasis on the relationship between transportation and land use. Guiding transportation principles of the *Comprehensive Plan* include creating additional travel options and improved access to designated Centers, including by bicycle. The chapter defines different types of bikeway facilities, including bike lanes, raised bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, shared lanes/bike routes, and bike boulevards, although the *Comprehensive Plan* generally refers to the 2024 Plan for recommendations and priorities. Bikeway facility design guidance is provided in the *Development Process Manual*.

Goals from the Transportation chapter that explicitly relate to the 2024 Plan are *italicized*, though providing additional transportation options supports additional plan goals. Each goal is supported by a series of policies, subsequent actions, and identified agencies for action to help translate these goals into implementable next steps.

1. **Land Use – Transportation Integration**: Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.
2. ***Multi-Modal System****: Encourage walking, biking, and transit, especially at peak-hour commuting times, to enhance access and mobility for people of all ages and abilities.*
3. ***Safety****: Plan, develop, operate, and maintain a transportation system that provides safe access and mobility for all roadway users.*
4. ***Public Health****: Promote individual and community health through active transportation, noise mitigation, and air quality protections.*
5. ***Equity****: Expand mobility by providing safe and connected networks for non-auto travel and public transit for low-income and vulnerable populations.*
6. **Economy**: Invest in a transportation system that stimulates and supports job creation and business development and improves the movement of people, goods, and services
7. **System Effectiveness**: Implement and maintain an effective and efficient transportation system in a coordinated and cost-effective manner.
8. **Context**: Provide transportation investments that are responsive to context and natural setting.

Chapter 7 – Urban Design

The Urban Design chapter of the *Comprehensive Plan* outlines goals and policies that support creating walkable places and describes how Center and Corridor types interact with street design elements. A key component of the chapter is a Priority Street Element Matrix that links elements of the travel way and the pedestrian realm with the various Corridor and Center types. Street design elements in the matrix are marked as high, medium, or low-priority elements. Elements that are directly related to bicycling include bikeway facilities and multi-modal intersection design. Prioritization of other elements of the travel way and the pedestrian realm also contribute to creating a bikeable environment, including the number of travel lanes, freight considerations, and presence of medians, landscape-buffer zones, and on-street parking.

While the Priority Street Elements Matrix identifies to what degree a Center or Corridor should have bicycle facilities, the *Comprehensive Plan* points to other planning to specify the type of bikeway. Similarly, the *Comprehensive Plan* defers to the *Development Process Manual* for street design standards, as well as guidance on the allocation of right-of-way for constrained corridors.

Figure 1: Priority Street Elements Matrix from the Comprehensive Plan

	ELEMENTS TO CONSIDER WHEN ALLOCATING RIGHT-OF-WAY	CORRIDOR & CENTER TYPES											
		MULTI-MODAL						COMMUTER					
		Down-town	Urban Center	Activity Center	Employ-ment Center	Village Center	Other	Down-town	Urban Center	Activity Center	Employ-ment Center	Village Center	Other
STREET DESIGN ELEMENTS	**Travel Way Realm**												
	Number and Width of Travel Lanes (single-occupancy vehicle capacity)	M	M	M	H	L	H	M	M	M	H	M	H
	Dedicated Transit Lanes/Guideways	L	L	L	L	L	L	L	L	L	L	L	L
	Transit Signal Priority/Queue Jump	M	L	L	L	L	M	L	L	L	L	L	L
	Freight‡ (wider lanes, large turning radii)	L	L	L	H	M	M	M	M	M	H	M	M
	Bicycle Facilities**	M	H	H	L	M	M	L/H**	L	L	L	M	H
	Medians (divide high-speed traffic, provide pedestrian refuge)	M	H	H	M	M	M	M	M	H	M	H	H
	Single-Occupancy Vehicle Intersection Design (turning lanes)	L	M	M	H	M	M	M	M	M	H	M	H
	Multi-Modal Intersection Design (reduce crossing distance, provide refuges)	H	H	H	M	H	M	H	M	M	M	M	M
	Pedestrian Realm												
	Wide Sidewalks (i.e., wider than minimum 6' clear width)	H	H	M	M	H	M	M	M	M	L	M	L
	Transit Stop/Station Features	M	M	M	L	H	L	H	M	M	L	M	L
	Landscape/Buffer Zone (furnishings, street trees, seating, utilities††)	H	M	M	M	M	M	M	M	M	M	H	H
	On-Street Parking	M	L	L	L	M	L	L	L	L	L	L	L

H = High Priority Element‡‡ / M = Medium Priority Element‡‡ / L = Low Priority Element‡‡

Note: Table 7-5 of the Comprehensive Plan shows a second part of the matrix.

Complete Streets Ordinance

The Complete Streets Ordinance, originally passed in 2015 and updated in 2019, commits the City of Albuquerque to the consideration of the needs of people walking and biking as part of all roadway projects, including rehabilitation and new road construction. The Ordinance highlights the need to create a well-connected transportation network that serves all roadway users and emphasizes the use of national best practices and in the application of Complete Streets design principles. The ordinance also asserts equity should play a key role in project implementation and prioritization by examining contextual factors, such as low-to-moderate income, the number of elderly residents and people with disabilities, and traffic fatalities. The Complete Streets Annual Maintenance Program, discussed in the Implementation Program section, is one of the primary mechanisms for executing the Ordinance.

Vision Zero Plans and Programs

The *Vision Zero Action Plan* (2021) outlines areas of improvement for the City of Albuquerque and identifies strategies for eliminating traffic fatalities and severe crashes by 2040. The plan places particular emphasis on vulnerable communities, defined as parts of the city where individuals are more likely to rely on walking,

bicycling, and taking transit, and vulnerable road users, which refers to people walking, biking, and taking transit, people with disabilities, seniors, and children.

The *Vision Zero Action Plan* outlines six thematic goals and lists implementation actions, timeframes, lead agencies, and performance indicators. While each goal contributes to creating safer and more comfortable streets for people to bike, the walking and rolling thematic goal includes strategies such as creating more transportation options, removing barriers through design improvements, and developing and promoting incentive programs.

The *Year in Review Report* /Action Plan Update (2023) evaluates the progress made over the first year following the adoption of the *Vision Zero Action Plan*. In addition to progress to date, the document identifies barriers to implementation and specific strategies that the City should pursue. The report also consolidates action items into the **four thematic goals** and promotes a Safe System Approach to reducing crash risks in which responsibilities are shared among a range of stakeholders and roadway users:

1. Safe, multimodal street designs
2. Culture of safety
3. Shift to active modes
4. Data and transparency

Specific **action items** for each category are prioritized into three levels:

1. Sustainable Vision Zero Program: Foundational actions that are crucial for the City to establish a robust Vision Zero program.
2. Transformative Next Steps: Actions that will be the most beneficial toward eliminating traffic deaths and serious injuries, have a high feasibility of being implemented, and require relatively low resources.
3. Supporting Actions: Additional actions that are less impactful but will help to incrementally achieve Vision Zero.

Climate Action Plan

Following a City Resolution (R-19-187) to reduce its GHG emissions by 26-28% below 2025 levels by 2005, the City adopted a *Climate Action Plan* (2021) containing a range of mitigation strategies, including improving bikeway infrastructure. The plan is structured around key themes, such as clean transportation, and highlights the need to consider frontline communities that will be impacted “first and worst” by climate change. The plan generates many of its recommendations from the results of a community survey in which participants see public transit and active transportation options – including bike lane upgrades and/or expansion – as key priorities for reducing transportation emissions. The plan’s clean transportation recommendations include creating and improving walking and bicycling infrastructure and investing in sidewalk improvements, especially in low-income and older neighborhoods. Other recommendations center around improving transit access and amenities.

State, Regional, and County Planning Documents and Programs

New Mexico Statewide Prioritize Bicycle Network Plan (NM Bike Plan)

The Statewide Prioritized Bicycle Network Plan (NM Bike Plan), prepared by NMDOT in 2018, Identifies a system of priority tiers and design guidance for bikeway facilities along US and NM highways based on the role the roadway could play in statewide and regional bikeway systems. The priority tiers are accompanied by design guidance, including the appropriate bikeway facility type based on roadway conditions (i.e., posted

speeds and traffic volumes) and surrounding land use context (i.e., urban versus rural). The intent of the NM Bike Plan is for the priority tiers and design guidance to be referenced during major rehabilitation or reconstruction projects, though NMDOT and or local agency partners may choose to pursue improvements proactively. Key Tier I corridors in Albuquerque include Coors Boulevard, Paseo del Norte, Tramway Boulevard, and 2nd Street.

Connections: 2040 Metropolitan Transportation Plan

The *Connections 2040 Metropolitan Transportation Plan* (MTP), developed by the Mid-Region Council of Governments (MRCOG), is the long-range regional transportation plan for the Albuquerque Metropolitan Planning Area. The MTP documents current transportation conditions and projects regional travel patterns based on anticipated levels of population growth and the distribution of housing and jobs. The MTP includes a long-term list of anticipated investments intended to help the region address its transportation needs and covers a variety of modes, including active transportation, transit, roadways/motor vehicle travel, and freight. The plan also explores the linkages between transportation investments and economic and environmental resiliency.

The MTP plays a critical role in the distribution of federal funds. Projects must be included in the MTP or consistent with MTP goals and strategies, to receive federal funds. Short-term projects – including bikeway and trail improvements – are evaluated using a prioritization process that rewards projects that address MTP goals and that are identified in local plans, such as the *Bikeway and Trail Facilities Plan*.

The chapter in the *Connections 2040 MTP* on active transportation highlights regional safety issues, mode shift strategies, opportunities to close network gaps, and the health benefits of active transportation. Increasing transportation options, bringing people and destinations closer together, and reducing emissions through alternative modes of transportation are all highlighted as regional priorities in the MTP.

Long Range Bikeway System

The Long Range Bikeway System (LRBS) is a regional inventory of existing and proposed bikeways and trails that is developed and maintained by MRCOG. In addition to coordinating the regional network of bikeways and trails, the LRBS map is used by public agencies to require improvements by private developers as part of site improvement projects and to identify locations where easements for bikeway and trail connections are required as part of master-planned developments. While the LRBS generally aligns with the City of Albuquerque's network of existing and planned bikeways, the 2024 Plan provides the opportunity to review and refine the LRBS network within city limits.

MRCOG Non-Motorized Traffic Counts Program

MRCOG operates a series of permanent counters along multi-use trails around the region and is developing a Non-Motorized Traffic Counts Program for regional entities to partake in and leverage data regarding walking and bicycling. The intent is to expand the program to better capture regional bicycling patterns, as well as trends in active transportation travel over time.

Regional Transportation Safety Action Plan

The update to the Regional Transportation Safety Action Plan (RTSAP), completed Spring 2024, applies recent crash data and emerging national best practices in safety analysis to identify general safety strategies and appropriate countermeasures that can be applied to address locations with high rates of crashes. A guiding principle of the RTSAP is that roadways in the Albuquerque region should acknowledge the needs of commuters while prioritizing safety for all modes over speed. The RTSAP update features profiles of the most dangerous locations in each jurisdiction in the Albuquerque metropolitan area and identifies a potential safety project that could improve conditions at a specific location. In addition to

drawing attention to areas with safety issues, the RTSAP allows local agencies to apply for federal funding under the Safe Streets for All Program.

Bernalillo County Pedestrian & Bicycle Safety Action Plan

Bernalillo County is currently updating its Pedestrian and Bicycle Safety Action Plan, previously completed in 2012, to incorporate recent crash data and identify project priorities for unincorporated areas. The Safety Action Plan considers bicycle and pedestrian needs by subarea, the frequency and sources of crashes by location, and identifies appropriate countermeasures and location-specific bicycle and pedestrian improvement projects. The 2024 Plan includes recommendations for corridors that transcend jurisdictional boundaries and provide important regional connections, and defers to the Pedestrian & Bicycle Safety Action Plan for project recommendations in unincorporated areas.

Reference Documents

Bikeways & Trails Facilities Plan

The City's previous *Bikeways and Trails Facilities Plan* (2015) considers on-street bikeways and both paved and unpaved trails. The plan contains an evaluation of the existing facility conditions, establishes a planning and policy framework, identifies a recommended network including gaps and high-priority projects, and recommends programs that support bicycling and trail activities. The plan also includes a design manual that outlines an interagency coordination process, intersection design guidelines, wayfinding guidance, and maintenance and operations procedures. (Much of the design guidance has been incorporated into or superseded by the Development Process Manual).

Plan Vision

The City will provide access for cyclists, pedestrians, and trail users to all areas of Albuquerque to encourage cycling and walking as viable transportation options and to provide recreation opportunities, which result in an improved quality of life in the Albuquerque Metropolitan Area.

Plan Goals

1. Improve and enhance cycling and pedestrian opportunities.
2. Develop a continuous, interconnected, and comprehensive system of bikeways and trails.
3. Enhance maintenance of all bikeways and trails.
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.

Recommendations include capital improvements; programs supporting outreach, education, training, and awareness related to bicycling; and state and local policy changes to safety, enforcement of laws, design guidelines, and improving design review procedures. Network recommendations were generally incorporated into the Long Range Bikeway System, maintained by MRCOG. Notably, the plan does not specifically emphasize facilities that are comfortable for all ages, abilities, and backgrounds and does not assess the quality of conditions along existing bikeways.

Development Process Manual

The *Development Process Manual* (DPM), which was subject to comprehensive updates completed in 2020, provides design standards and guidance on public infrastructure that is to be installed or improved as part of public capital improvement projects or privately-funded site development. The DPM features a comprehensive Transportation chapter that includes bikeway and trail facility type definitions and design elements. Though the DPM generally encourages wider bike lanes and buffers on certain designated Corridors and higher classification roadways (see Figure 1), the DPM does not include specific guidance on facility selection or how design should vary based on traffic speeds and volumes. The DPM points to the Long Range Bikeway System and the 2015 *Bikeways and Trails Facilities Plan* for the specific location of new or enhanced bikeways. The DPM notes national bikeway guides as references, including the AASHTO *Guide for the Development of Bicycle Facilities*, the NACTO *Urban Bikeway Design Guide*, and the MUTCD.

While the DPM provides practical design guidance, there are some limitations and opportunities for updates. In particular, guidance on crossing spacing does not consider trail crossings or the needs of people biking along bike boulevards. Subsequent City of Albuquerque design documents, including the *Bicycle and Trail Crossings Guide* and the *Bike Boulevard Toolkit,* should be used as references. A limitation of the DPM is that it is organized primarily around the Centers and Corridors structure, though many bikeways are better suited for parallel corridors. Another issue is the limited discussion of sidepaths, which are presented as an alternative to sidewalks rather than a primary strategy for implementing low-stress bikeways along busy streets that would otherwise be unappealing to most people biking.

Figure 2. Street Element Dimensions Table and Graphic from the DPM (Table 7.2.29)

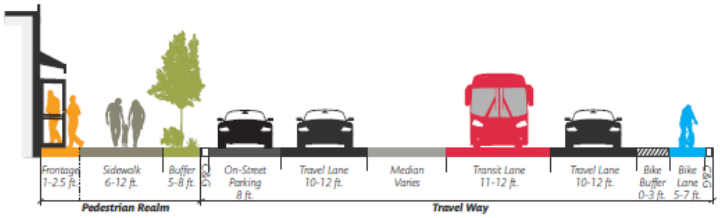


TABLE 7.2.29 **Street Element Dimensions**

Corridor Type / Classification	Location	Design Speed (MPH)	Pedestrian Realm			Travel Way		
			Frontage Zone (ft.)	Sidewalk Width (ft.)	Landscape / Buffer Zone (ft.)	Bike Lane Width (ft.)*	Bike Buffer (ft.)	Travel Lane Width (ft.)***
Premium Transit	Inside Center	30-35	1-2.5	10-12	6-8	6-6.5	0-3	10-12
	Outside Center	35-40	1-2.5	8-10	6-8	6-7	1.5-3	10-12
Major Transit	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-12
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-12
Multi-modal	Inside Center	30-35	1-2.5	10-12	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6-10	6-8	6-7	1.5-3	10-11
Commuter	Inside Center	30-35	1-2.5	10	6-8	5-6.5	1.5-3	10-12
	Outside Center	40-50	N/A	6	6-8	6-7	3-5	10-12
Main Street	Main Street	25-30	1-2.5	10-12	6-8	5-6.5	0-3	10-11
Other Arterial	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6	5-6	6-7	1.5-3	10-11
Minor Arterial	Inside Center	30-35	1-2.5	10	6-8	5-6.5	0-3	10-11
	Outside Center	35-40	N/A	6	5-6	6-6.5	1.5-3	10-11
Major Collector	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
Minor Collector	Inside Center	25-30	1-2.5	10	5-6	5	0-3	10-11
	Outside Center	30-35	N/A	6	5-6	5-6	0-3	10-11
Major Local	Inside / Outside Center	18-30	1-2.5 / N/A	5	5-6	Shared Lane**		See Part 7-4(J) Local Streets
Other Locals	Inside / Outside Center	15-25	1-2.5 / N/A	5	4-6	N/A	N/A	

* Not including the gutter pan.
** Dedicated bicycle infrastructure may be appropriate along some major local roads. In these circumstances, use the design characteristics of a minor collector (inside Center). See Part 7-4(J) Local Streets for more information.
*** See Part 7-4(G) Public Transit for additional guidance on travel lane widths for roads with transit service.

Bicycle and Trail Crossings Guide

The purpose of the City of Albuquerque *Bike and Trail Crossings Guide* (2022) is to "provide clear and consistent guidance for the design and application of bicycle and pedestrian crossings." The guide contains two main parts; the first part describes appropriate countermeasures for improving roadway crossing conditions along bicycle and trail routes, while the second part defines the decision-making process for selecting the appropriate crossing facility type. Factors that inform the crossing type include the level of traffic, posted speed, and number of lanes to cross.

The *Crossings Guide* is actively used as a reference by City staff when identifying appropriate crossing types and locations and complements the guidance on the desired spacing of crossings contained in the DPM. Depending on the context, recommended crossings range from simple crosswalk markings to more robust treatments such as rectangular rapid flashing beacons or pedestrian hybrid beacons.

Bikeway Project Evaluation Process: Overview and Methodology

The Bikeway Project Evaluation Process, first developed in 2022, outlines the methodology for prioritizing bikeway and trail projects from three perspectives: project benefits, technical feasibility, and magnitude of costs. The three considerations are intended to be complementary, though project feasibility and magnitude of cost may supersede project benefits when decisions are made about which projects to implement. There is an opportunity to both formally adopt the Bikeway Evaluation Process as part of the 2024 Plan and to update the evaluation criteria to be consistent with the plan's vision and goals.

Project benefits are measured using various qualitative and quantitative criteria, with adjustment factors applied to weight certain considerations (i.e., safety, transportation equity, and connectivity) more heavily. Public input to this methodology included feedback from staff at public agencies in addition to members of the Greater Albuquerque Active Transportation Committee.

Table 2. Project Benefits Criteria and Components for the Bikeway Project Evaluation Process

Criteria	Component
Safety	High Fatal and Injury Network
	Total Crashes
	Mode-Specific Crashes
Transportation Equity	Vulnerable Communities Index
Connectivity	Network Connections
	Access to Key Destinations
Facility Improvements	Current vs. Proposed Facilities
Level of Use	Strava Data Monthly Users
Land Use Context	Comp Plan Center Designation
	Employment Activity

Technical feasibility factors are generally considered based on whether the project could be implemented within the existing curb-to-curb space, as well as whether a project location is included on the MRCOG network of road diet candidates. Projects are not intended to be ranked by feasibility, though the following considerations are critical for understanding the challenges associated with implementation:

- Right-of-way
- Topography/Terrain
- Jurisdiction/coordination requirements
- Drainage issues
- Land use context
- Desired facility type
- Impacts on vehicle traffic

The **magnitude of cost** consideration uses general engineering assumptions to identify the resources needed to implement projects ranging from signage and striping to capital-intensive projects such as a bridge over the interstate or a major roadway reconstruction. Cost estimates are intended to be complementary to project benefits.

Implementation Programs

Complete Streets Annual Maintenance Program

The City of Albuquerque directs a Complete Streets Annual Maintenance Program that incorporates Complete Streets principles into restriping plans when roads are resurfaced. The program is one of the primary mechanisms by which the City's *Complete Streets Ordinance* is put into practice and has led to tangible changes to the configuration of roads in Albuquerque in ways that help improve safety and create more space for people walking and biking. In 2022 alone, the program resulted in 10.7 miles of new or enhanced bikeways and 2.7 miles of widened bike lanes. The program is also noteworthy as it provides an opportunity to install bikeways across the city, which allows residents to get used to seeing multi-modal facilities in all neighborhoods. and increases expectations about the presence of people walking and biking.

Capital Project Development

Larger capital improvements, including projects that require expanding or reconstructing part or all of a roadway or building a new trail, are implemented through the City's Capital Improvement Program. As part of the City's General Obligation (GO) bond program, 5% of funds are set aside for bikeway facilities, which ensures a modest but consistent stream of funds for implementation. That money is frequently used as a local match for federal funding applications through the Transportation Improvement Program, managed by MRCOG. The recent federally-funded Bike Gap Closure project resulted in a road diet and the installation of bikeways along Alexander Blvd between Comanche Rd and Mission Ave. Projects may also be designed and implemented through discretionary funds available to each city councilor.

Private Development

On-street bikeways, sidepaths, and trails are often implemented alongside road improvements associated with private site development projects. The Long Range Bikeway System is the primary reference document for whether bikeways or trails should be included as part of site development requirements, while bikeways must be designed following the standards contained in the DPM.

Recent / Ongoing Studies

I-25 Bicycle Accessibility Study

The *I-25 Bicycle Accessibility Study* (2020; updated 2021) documents potential bikeway improvements along existing and proposed crossings of I-25 from Menaul Blvd to Tramway Blvd. The study uses previously proposed improvements and new crossings as a starting point, including recommendations from the 2015 *Bikeways and Trails Facilities Plan* and the Long Range Bikeway System. The study relied on feedback from a Technical Working Group and the MRCOG Active Transportation Committee to identify challenges and review potential improvements. Technical analyses included socioeconomic data, destinations, connections to public transit, crash data, Strava data, bicycle level of service, and a road diet analysis.

The study resulted in recommended improvements to most of the existing crossings (including crossings of Frontage Roads), ranging from signage improvements to enhanced bikeways, as well as several corridors that run parallel to I-25 and connect to east-west crossings. The study also

evaluated three potential dedicated bicycle/pedestrian crossings, as identified in the Long Range Bikeway System. While dedicated crossings would provide clear benefits, the crossings would also require major capital investments and significant bikeway connections on either side of I-25. The study ultimately recommended that two crossings – San Diego Ave and San Francisco Ave – be considered for further study and eventual implementation. The 2024 Plan reviews and incorporates other recommendations from the *I-25 Bicycle Accessibility Study*, as appropriate.

Bike Gap Closure Project Profiles and Feasibility Study

As part of a Bike Gap Closure Program, the City used federal funds to review and prioritize gaps in the City's bikeway network based on a list identified by the Greater Albuquerque Bicycling Advisory Committee (now GAATC). The list of gaps were subject to the City's bikeway evaluation process to identify potential projects that could be implemented in the near term, including a road diet and buffered bike lanes along Alexander Blvd from Comanche Rd to Mission Ave.

Several bike gap closure projects were subject to a more detailed engineering review:

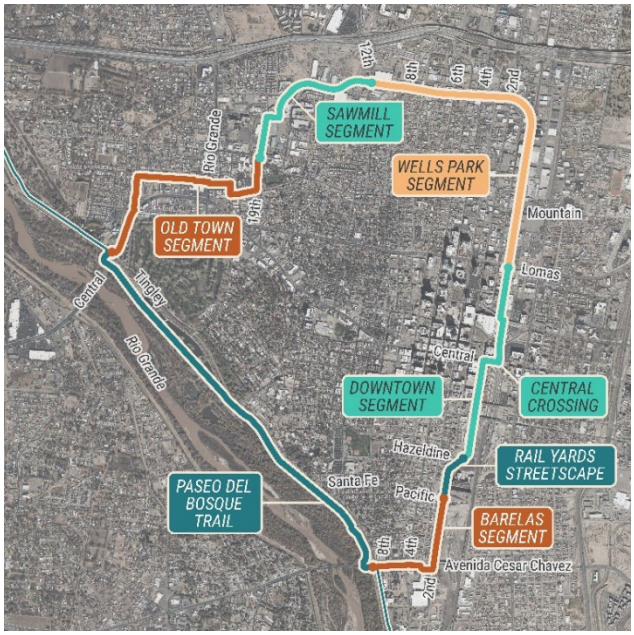
- Claremont Ave bike boulevard – West of Carlisle Blvd to Moon St
- San Pedro Dr bike lanes – Bell Ave north to Marble Ave and Haines Ave north to Claremont Ave
- Osuna Rd wayfinding improvements at the intersection of Bear Canyon Arroyo and the North Diversion Channel Trail and crossing improvements at San Mateo Blvd

Rail Trail Framework Plan and Alignment Studies

The Albuquerque Rail Trail is a proposed seven-mile loop – including a segment of the Bosque Trail – that will ultimately link several neighborhoods in the Albuquerque core, including Downtown, Barelas, Sawmill, and Old Town, and major landmarks such as the National Hispanic Cultural Center and the Rail Yards. The paved trail is envisioned as a signature recreational and transportation facility featuring a range of amenities and public spaces and supported by a variety of housing and economic development initiatives. As of the 2024 Plan, segments of the Rail Trail were in various stages of planning and design, with various planning documents completed or in progress.

Framework Plan: Completed in March 2022, the Framework Plan focuses specifically on the section between the Railyards and Downtown for which the City received a federal RAISE grant. The Framework Plan outlines the vision and general goals for the Rail Trail, proposes an alignment and typical sections, and identifies desired amenities and design features.

Wells Park & Sawmill Section (Rail Spur Trail Feasibility Study): The Feasibility Study considers the section of the Rail Trail along the rail corridor to the north of Lomas Blvd and continuing north and west to the Sawmill area and the Museum of Natural History along Mountain Rd. The study proposes utilizing vacated rail lines to the west of 12th St and an elevated section along the constrained portion of the corridor from north of Lomas Blvd to 6th St.



Barelas Section: The Barelas Concept Plan recommends a preferred alignment and typical sections for the segment of the Rail Trail between the Rail Yards and the National Hispanic Cultural Center. Major considerations include creating separation between trail users and motorists along the constrained the Avenida Cesar Chavez/Avenida Dolores Huerta corridor and supporting neighborhood connections to the Rail Trail.

Old Town Section (*Ongoing)*: The segment between Old Town and the Bosque Trail access point at Central Ave will utilize a series of neighborhood streets to navigate the narrow right-of-way through historic portions of Albuquerque and provide a connection to the Botanic Garden.

Rio Grande Trail

The Rio Grande Trail is envisioned as a 500-mile multi-use trail open to people hiking, biking, and horseback riding along the Rio Grande corridor from Texas to Colorado. The trail is in the planning stages but is ultimately intended to support long-distance recreation and tourism like the Continental Divide Trail, though alignments through urban areas are also intended to be useful for residents. Through the City of Albuquerque, the Rio Grande includes a north-south alignment along the Bosque Trail and an east-west alignment that connects the Bosque Trail near Downtown to Tijeras Pass. The Study is being led by the State Parks Department with participation from the Parks & Recreation Department at the City of Albuquerque and will identify near-term and long-term improvements.

UNM Integrated Campus Master Plan

UNM is in the process of replacing its *2009 Master Plan* to reflect emerging priorities and campus investment needs. The Integrated Campus Master Plan addresses all UNM properties, including the main campus, and guides the University's decisions on the physical environment and character of each campus, including issues related to access and mobility. The plan is reviewing the way the campus and external streets are utilized and considering opportunities to better accommodate the needs of people who travel to or through campus by bicycle.

Other Initiatives and Programs

Encouragement Programs

Bike Thru Burque Week is a week-long event held each October that encourages people to bike at their own pace and on their schedules. Past activities that took place as part of Bike Thru Burque Week include riding challenges, scavenger hunts, and photo contests, and are organized through an informational and interactive website and social media campaign. In addition to generally encouraging people to ride a bicycle, the event actively promotes trips to local businesses. Bike Thru Burque is organized by the City of Albuquerque in partnership with MRCOG, local bicycling advocates, local businesses, and volunteers.

Bike Thru Burque Week generally coincides with **CiQlovía,** a community-led open streets event that closes public streets to vehicle traffic and allows people to walk, roll, ride, and participate in family-friendly activities. The event is intended to raise awareness about public health issues and traffic safety and to encourage active lifestyles.

Bike to Wherever Day, originally branded as Bike to Work Day before the COVID-19 pandemic, is held each May and encourages people to ride a bicycle to some destination of their choice. Bike to Wherever Day is organized by the City of Albuquerque in partnership with MRCOG, local bicycling advocates, and numerous volunteers and local businesses. Informational booths with giveaway items are set up at public places and along trails across the city to encourage participation. Organizers administer a survey on bicycling needs and preferences each year as part of Bike to Wherever Day. Information on Bike to Wherever Day is available on the Bike Thru Burque website.

Esperanza Bicycle Safety Education Center

Funded by the City of Albuquerque and operated by the Parks and Recreation Department, the mission of the Esperanza Bicycle Safety Education Center is "increasing the safety, self-sufficiency, and comfort of recreational, fitness, and utility riders alike." As a City-funded bike shop, staff time is dedicated to increasing access to bicycle services and resources for community members. Esperanza offers free bicycle repairs and bike safety classes to the public, in addition to school-based bicycle education such as "bike rodeos." Staff are certified League of American Bicyclists League Cycling Instructors (LCI).

Advisory Committees

Greater Albuquerque Active Transportation Committee

The Greater Albuquerque Active Transportation Committee (GAATC) is comprised of community members and local advocates who represent different geographic areas across the city. The role of the committee is to advise City staff on policies, programs, and design considerations related to active transportation, including reviews of proposed projects related to walking, bicycling, taking public transit, and any other wheeled mobility device that utilizes on-street space. GAATC meets every month.

Greater Albuquerque Recreational Trails Committee

The Greater Albuquerque Recreational Trails Committee (GARTC) is comprised of community members who represent different user groups, including hikers, mountain bikers, equestrians, physically challenged users, elderly users, and runners/joggers. The committee meets monthly and is intended to advise on decisions that impact off-street recreational trails and help implement the *Bikeway and Trail Facilities Plan*.

50 Mile Activity Loop

The 50-Mile Activity Loop is a collection of multi-use trails and on-street bikeways that comprise a continuous route circumnavigating the city. The Activity Loop features unique signage and mileage markers and is intended to appeal to recreational cyclists. The route follows a combination of corridors along the edge of the city, such as Tramway Boulevard and Unser Boulevard, and urban streets through Downtown and Nob Hill.