

TOOLE
DESIGN

City of Albuquerque Bikeway and Trail Facilities Plan Update

Public Meetings
May 2023



Housekeeping

- This meeting is being recorded and will be posted to the project website
- Discussion/comment period at the end of the presentation
- Enter questions/comments in the **Q&A** feature; moderator will facilitate questions

Agenda

Item

Project Overview

Current Plans and Programs

Vision Statement and Project Goals

Bicycling in Albuquerque Today / Online Story Map

Facility Types and Opportunities for Enhancements

Public Engagement + Next Steps

Questions

Project Overview

Plan Update Purpose

- Update the 2015 Bike and Trail Facilities Plan to reflect:
 - Albuquerque's growth as a city
 - Recent investments in on-street bikeways and paved multi-use trails
 - National best practices in network planning and bikeway design
- Further support safety and emissions reduction objectives

What Will this Plan Do?

- 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; quality on-street bikeways and paved multi-use trails can also be used for recreational purposes
- Recommend and prioritize on-street bikeway and paved multi-use trail projects across the city
- Consider feasibility and means of implementation



Consider a Wide Range of
Bicyclist Types

Comfort Increases with Separation

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

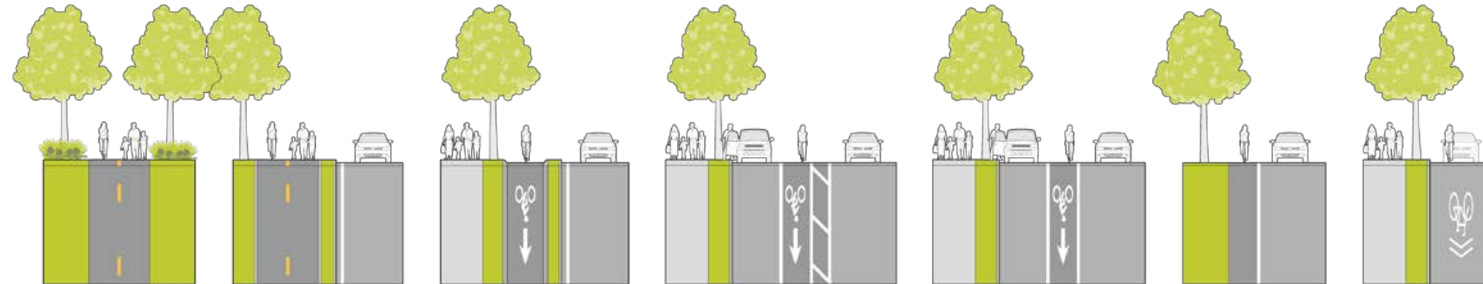
4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE



Shared-Use Path

Side Path

Separated Bike Lane

Buffered Bike Lane

Bike Lane

Shoulder

Shared Lane



SEPARATION FROM TRAFFIC



Numerous Building Blocks in Place...

Existing Facilities

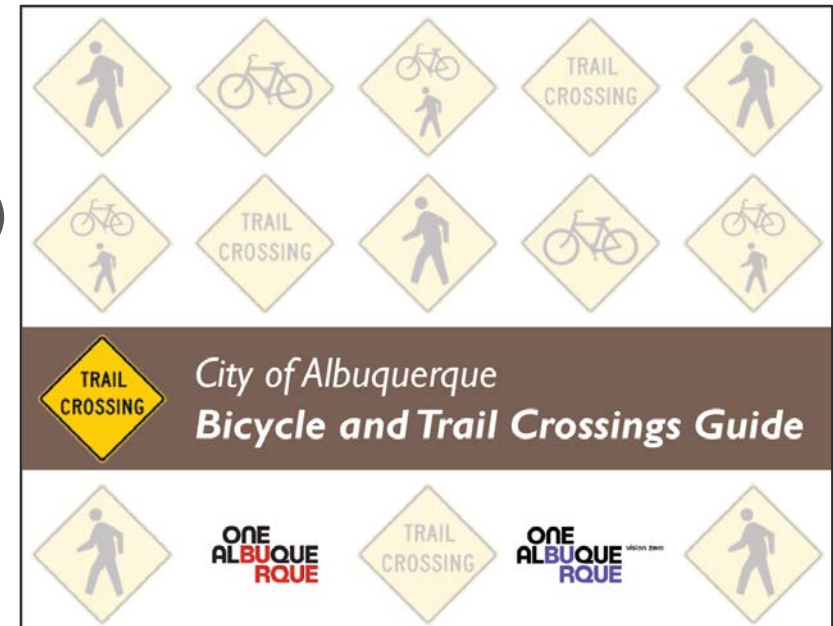
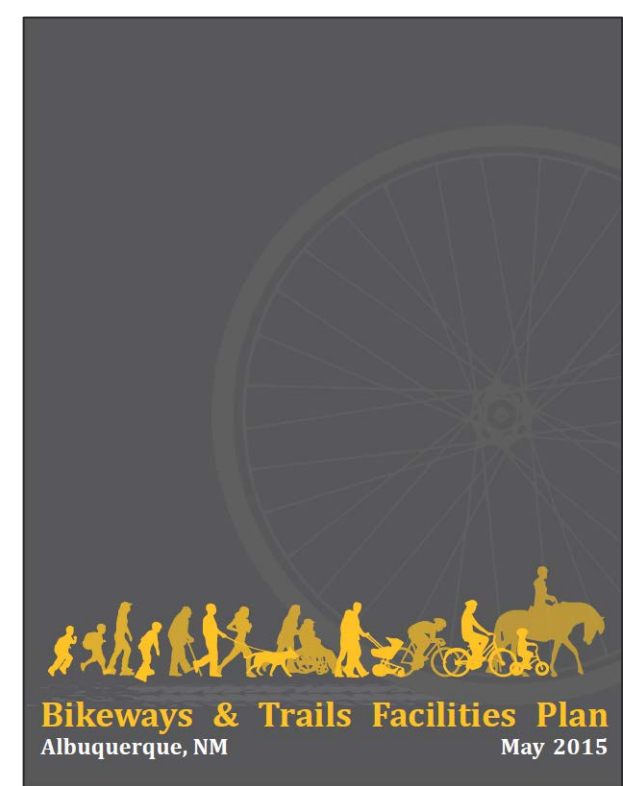


Existing Facilities



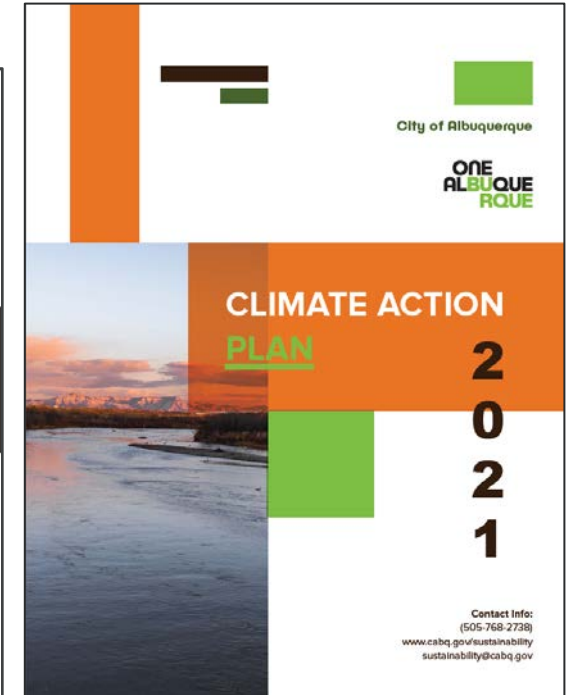
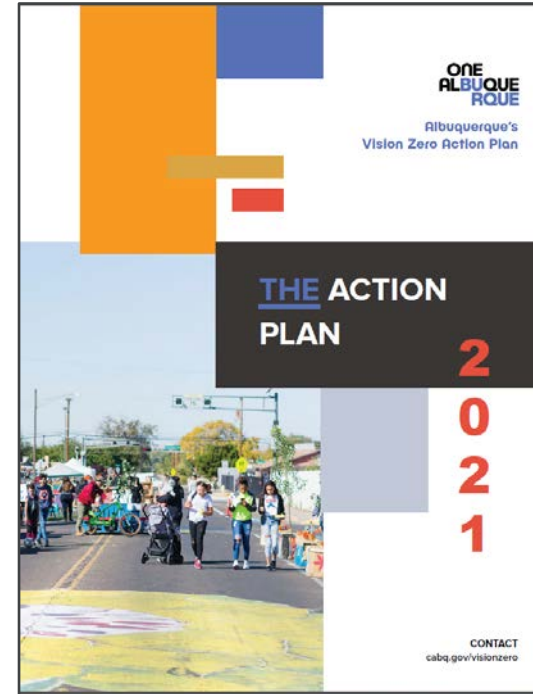
Previous Bicycle Planning Efforts

- Project Development
 - Bikeways and Trails Facilities Plan (2015)
 - Long Range Bikeway System (MRCOG - *ongoing*)
 - Bikeway Evaluation Process (2022)
- Design Guidance
 - Development Process Manual (major updates in 2017)
 - Bicycle & Trail Crossings Guide (2022)



Existing Initiatives: Recent and Ongoing Plans and Initiatives

- Complete Streets Ordinance
- Vision Zero Action Plan / Year in Review Report
- Climate Action Plan
- ABQ RIDE Forward Network Plan



Existing Initiatives: Complete Streets Annual Maintenance Program

- Application of Complete Streets design principles during annual repaving and restriping efforts
- 15 miles of new or enhanced bikeways in 2022



Major Projects and Opportunities

- **New bike lanes**

- Louisiana Blvd – Gibson Blvd to Central Ave
- Alexander Blvd – road diet/bike lanes – north of Comanche Rd

- **New trails/sidepaths**

- West Central Ave multi-use trail (Unser Blvd to 98th St)
- Northwest-area roadway widening projects with bikeways and sidepaths

- **Bike boulevard projects**

- Silver Ave – UNM to Downtown / Old Town to Bosque Trail
- Claremont Ave – Richmond Dr to Moon St



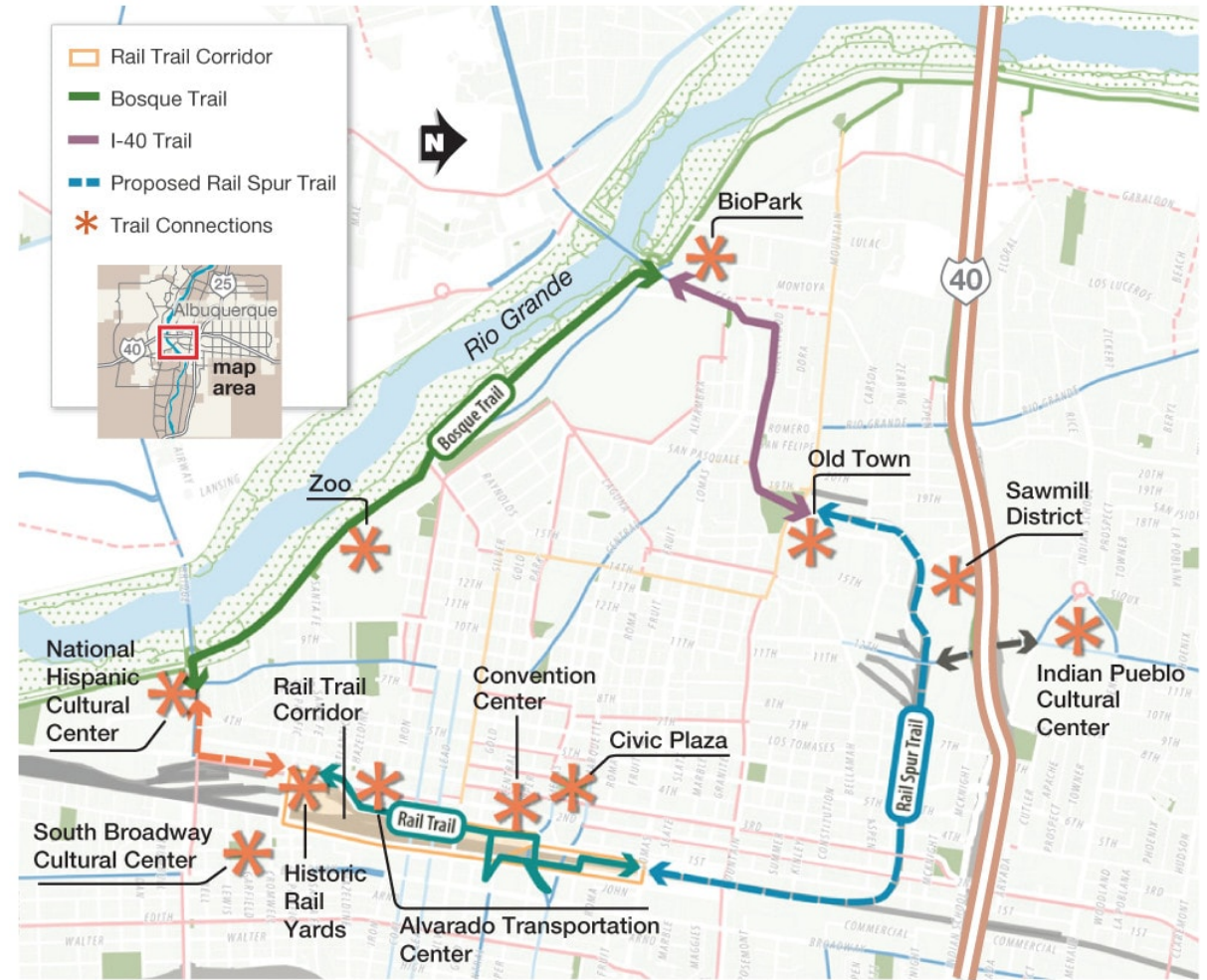
Alexander Blvd
Before



Alexander Blvd
After

Major Projects and Opportunities: ABQ Rail Trail

- 7-mile loop, including portions of Bosque Trail
- Connect Railyards, NHCC, Downtown, Sawmill, Old Town
- Combination of local, state, and federal funds



SOURCE: City of Albuquerque

Existing Initiatives: Bike Thru Burque

- Encouragement events
 - Bike to Wherever Day – May 19!
 - Bike Thru Burque Week
 - CiQlovia
- Surveys indicate the events have been successful at engaging new and less experienced bicyclists



In partnership with



Vision Statement and Plan Goals

Vision Statement

Albuquerque is a city that embraces bicycling by implementing convenient **on-street bikeway** and **paved multi-use trail facilities** that **enhance safety** and appeal to people of all ages, abilities, and backgrounds.

Over the next decade, the City will increase the range of **transportation options** and enable a greater share of trips to be made by bicycle by expanding and improving bikeways and multi-use trails into a **comfortable and well-connected network**.

Plan Goals

- **Equitable:** Increase access to on-street bikeways and multi-use trails for all people in Albuquerque.
- **Connected:** Improve and expand the on-street bikeway and multi-use trail networks so they are intuitive and well-connected.
- **Useful:** Provide access to key destinations around the city and ensure that on-street bikeways and multi-use trails can be used for both recreational and everyday transportation purposes.
- **Integrated:** Integrate bikeway and multi-use trail development into the City and regional planning processes to increase overall travel options; support City safety, climate, and economic development initiatives through investments in bikeways and multi-use trails.
- **Prioritized:** Use an objective, data-driven process for selecting bikeway and multi-use trail improvement projects.
- **Implementable:** Identify feasible improvements that can improve upon and expand the current bikeway and multi-use trail networks; ensure maintenance needs are considered prior to constructing new facilities.

Goals and Prioritization Criteria

Criteria	Goals					
	<i>Equitable</i>	<i>Connected</i>	<i>Useful</i>	<i>Integrated</i>	<i>Prioritized</i>	<i>Implemented</i>
Safety	X	X			X	X
Equity	X	X	X	X	X	X
Network Connectivity	X	X	X		X	
Facility Improvements		X	X		X	X
Level of Use		X	X	X	X	X
High Activity Areas			X	X	X	

Biking in Albuquerque Today

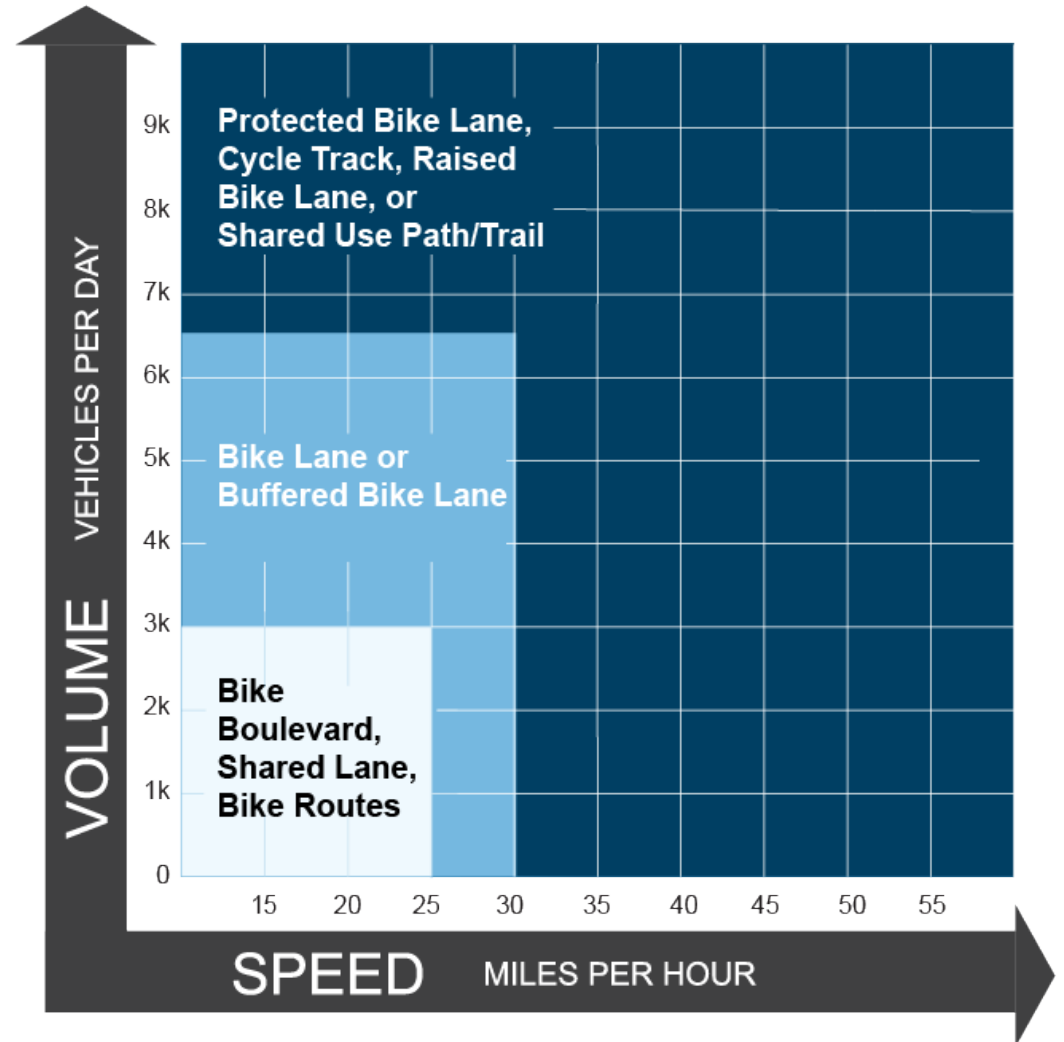
Explore a [Story Map](http://www.abqbikeplan.com) on the project website (www.abqbikeplan.com) to learn more about bicycling conditions in Albuquerque today.

Key Takeaways

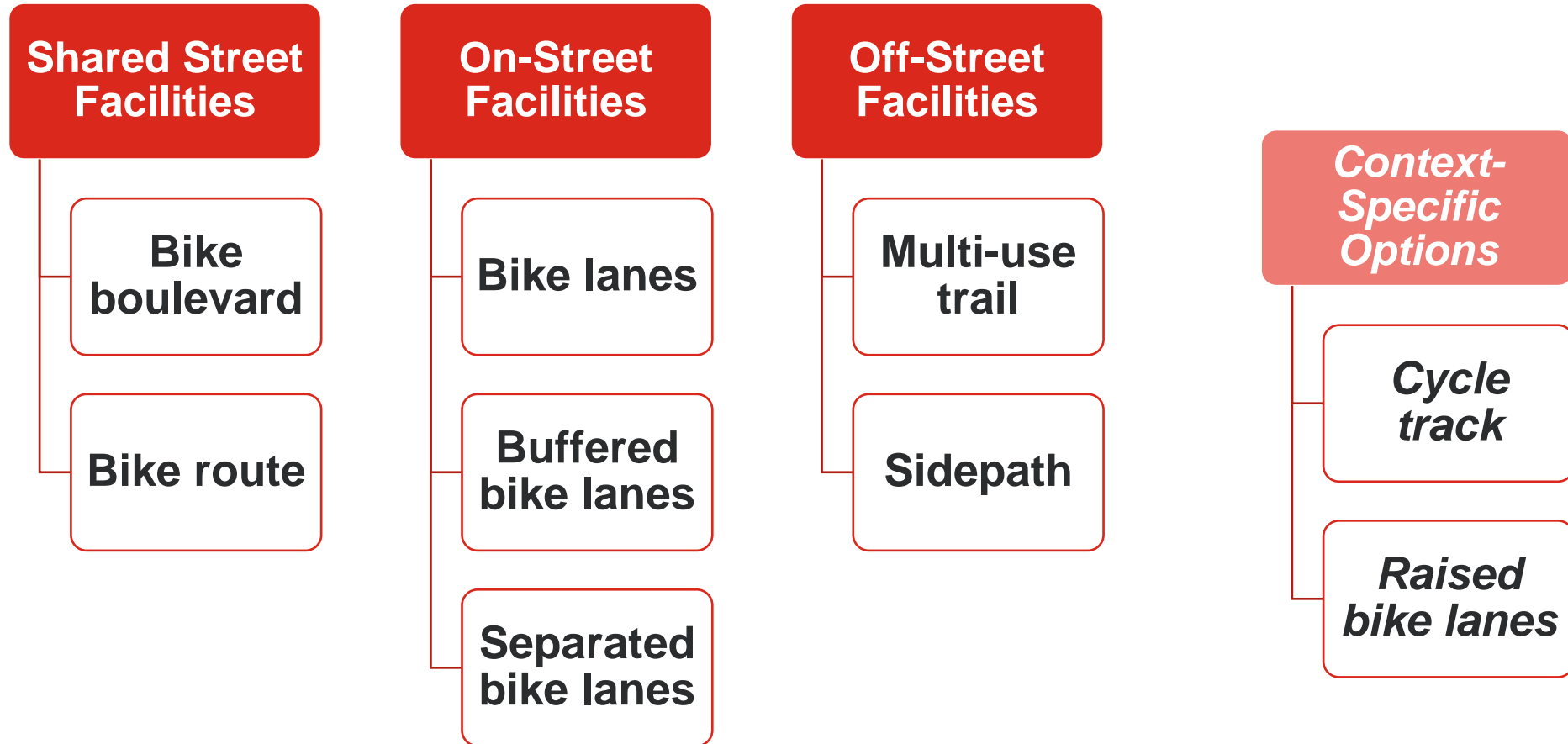
- Extensive networks of bikeway and trail infrastructure, but many facilities are “high stress” and unappealing to less confident bicyclists
- Significant investments and improvements in recent years
- City should aspire to create well-connected “low stress” networks
- Strong policy support for expanding networks and enhancing existing facilities

Thinking Ahead and Improving User Experience: Facility Types

- Consider desired on-street bikeway or paved off-street trail type by location
- Consider both LTS and technical feasibility (e.g., curb-to-curb width)



Thinking Ahead and Improving User Experience: Facility Types



Bikeway Types: Low-Volume Streets



Bike Route

Basic signage to indicate a neighborhood routes

Shared lane markings (sharrows) build awareness to possibility of people bicycling



Bike Boulevards

Enhanced on-street facilities with traffic calming

Low volume & low speed neighborhood roads

Improved crossings of major streets

Bikeway Types: On-Street Facilities



Bike Lanes

No horizontal or vertical separation



Buffered Bike Lanes

Horizontal separation through space and striping



Separated Bike Lanes

Horizontal and vertical separation from vehicles

Biking in Albuquerque Today: Bikeway Types Off-Street Facilities



Sidepath

Located within roadway right-of-way;
adjacent to busy roadways

Two-way off-street facilities

Shared with pedestrians; may take the
place of sidewalks



Multi-use Trail

Located in natural areas and arroyos; outside of
roadway ROW

Two-way off-street facilities

Shared with people walking, jogging, and rolling

Bikeway Types: Context-Specific Facilities



Raised Bike Lanes

Typically one-way facilities
Vertically raised facilities to
provide a level of separation



Cycle Track

Fully separated bikeway facilities
One or two-way
Can be sidewalk level or flush with travel lanes

Reconfiguration vs Reconstruction

■ Reconfiguration

- Improvements between existing curb lines
- Can be accomplished as part of resurfacing projects
- Additional enhancements to improve safety
- Low cost, but impact can be high

■ Reconstruction

- Major changes to the geometry of a road
- Can significantly improve options for people walking and biking
- Costs can be very high
- Opportunities for major reconstruction are less frequent

Opportunities: Enhancing Existing Facilities



Buffered bike lane along San Pedro Dr

- Daily traffic volume = 12,500
- Speed = 35 MPH
- Bike lane width (including buffer) = 6.5'
- Means of enhancing user comfort: Reduce vehicle speeds and posted speed limit (similar to Washington St or Carlisle Blvd)

Buffered bike lane along Lead Ave

- Daily traffic volume = 7,000-10,000
- Speed – 30 MPH
- Bike lane width (including buffer) = 8'
- Means of enhancing user comfort: Providing some form of physical separation (similar to Louisiana Blvd south of Central Ave – in final design)

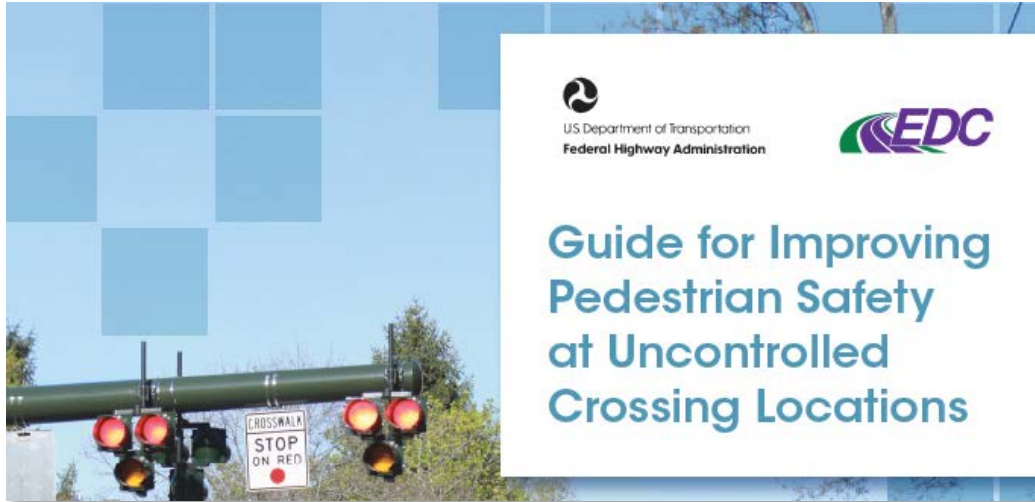


Opportunities: Bike Boulevards

- Neighborhood streets such as **Claremont Ave** can provide low-stress alternatives to busier corridors (Menaul Blvd and Candelaria Rd)
- However, major street crossings are a barrier to creating a connected network



Evaluating Major Street Crossings



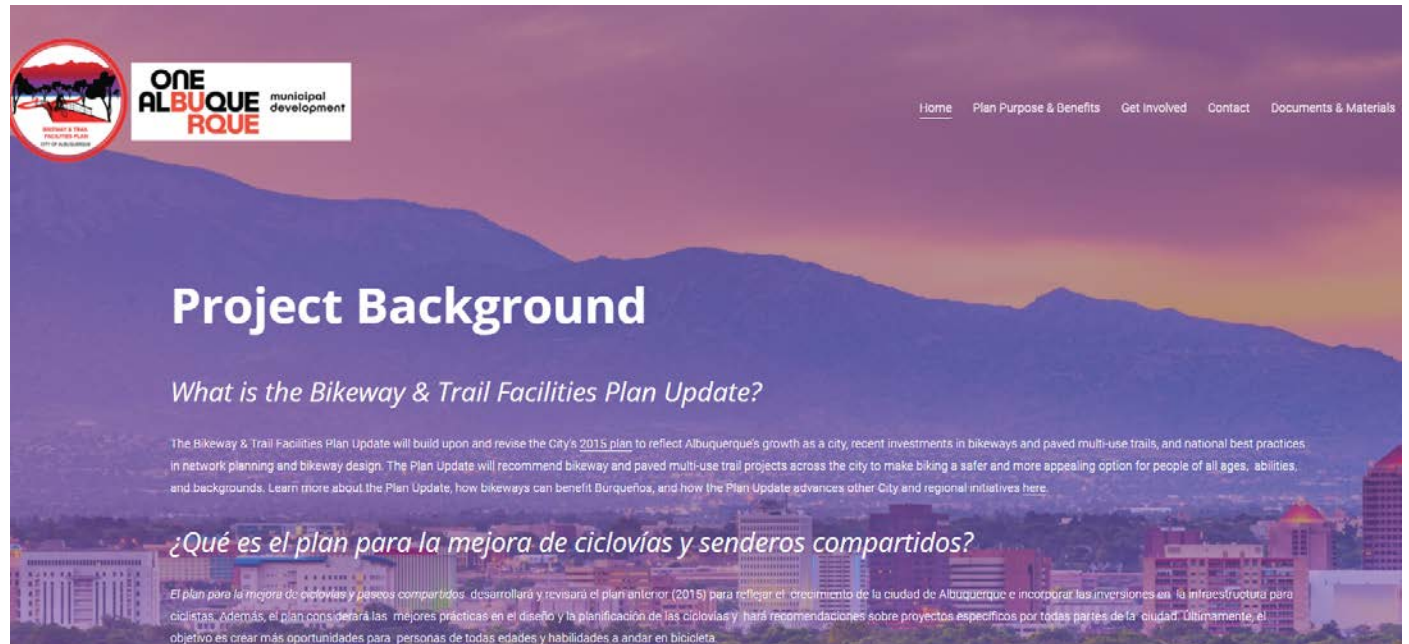
Plan Products and Outcomes

- Review of existing on-street bikeways and multi-use trails
- Prioritized infrastructure recommendations
- Policy recommendations to streamline implementation
- Initial project scoping for priority projects
- Cohesive, user-friendly plan utilizing Story Maps

Opportunities for Input and Next Steps

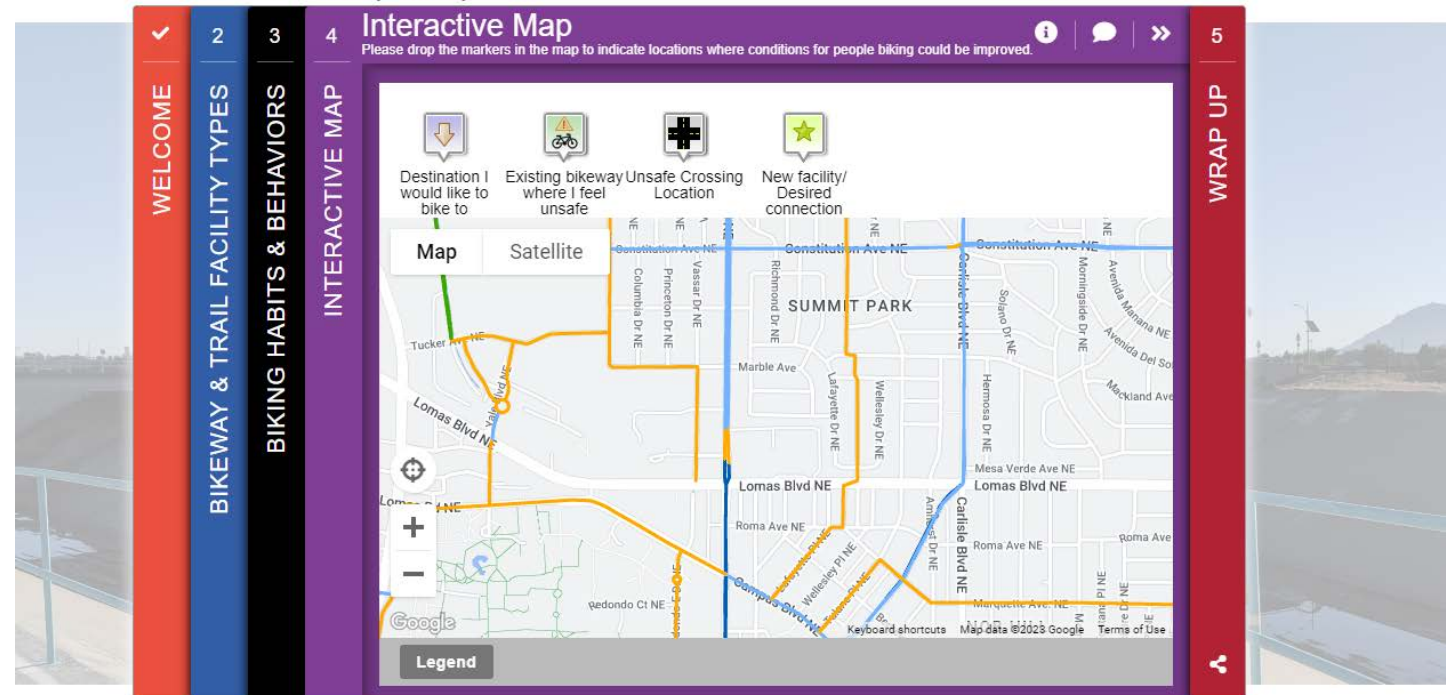
Input Opportunities

- Project website: www.abqbikeplan.com
- Community survey and interactive map



Bike to Wherever Day Survey

More at: <https://www.abqbikeplan.com>



Schedule

- **Background & Plan Goals:** *January-March*
- **Existing Conditions Analysis:** *February-April*
- **Proposed Networks:** *April-August*
- **Policy Recommendations:** *June-September*
- **Cost Estimates & Priority Project Profiles:** *August-October*
- **Final Plan/Approval:** *Late Fall/Winter*

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Thank you

www.ABQBikePlan.com

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