



Bernalillo County 2025 Pedestrian and Bicyclist Safety Action Plan





**BERNALILLO COUNTY
BOARD OF COUNTY COMMISSIONERS
ADMINISTRATIVE RESOLUTION NO 2026 15**

**ADOPTING THE PEDESTRIAN AND BICYCLIST SAFETY ACTION PLAN
AND A VISION ZERO/ SAFE SYSTEMS POLICY**

WHEREAS, the Board of County Commissioners is authorized to adopt Rank 2 facility plans to promote the health, safety, and general welfare of the residents Bernalillo County; and

WHEREAS, Albuquerque and New Mexico have some of the highest pedestrian crash fatality rates in the nation; and

WHEREAS, the Pedestrian and Bicyclist Safety Action Plan furthers the Transportation Policies of the Bernalillo County Comprehensive Plan that call for safe pedestrian, bicycle, and trail facilities; and

WHEREAS, the Pedestrian and Bicyclist Safety Action Plan implements the 2045 Metropolitan Transportation Plan (2025) and the Regional Transportation Safety Action Plan (2024) adopted by the Metropolitan Transportation Board of the Mid Region Council of Governments; and

WHEREAS, the Pedestrian and Bicyclist Safety Action Plan included an extensive community outreach process; and

WHEREAS, the Pedestrian and Bicyclist Safety Action Plan considers existing conditions for each of five County community areas: connectivity of the existing and proposed sidewalks, bikeways, and trail network, access to community destinations such as schools, parks, open space, and community centers, etc., demographics regarding

underserved populations, and locations of fatal and severe injury crashes; and

WHEREAS, the Pedestrian and Bicyclist Safety Action Plan recommends implementing priority projects using proven design, education, and enforcement strategies to address identified safety needs in each of the five community areas; and

WHEREAS, the Pedestrian and Bicyclist Safety Action Plan calls for a Vision/Target Zero Initiative to eliminate traffic-related fatalities and serious injuries as well as a Safe Systems Approach focused on minimizing crash impacts by incorporating human error into design considerations; and

WHEREAS, the County Planning Commission recommended approval of the Pedestrian and Bicyclist Safety Action Plan at their December 3, 2025 public hearing.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

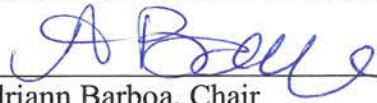
To carry out the policies of the Bernalillo County Comprehensive Plan and regional transportation plans, the Pedestrian and Bicyclist Safety Action Plan is hereby adopted.

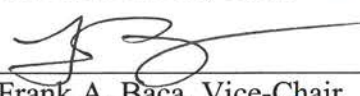
BE IT FURTHER RESOLVED:

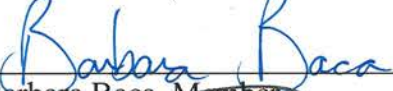
The County commits to eliminating traffic-related fatalities and serious injuries by 2045 through a Vision/ Target Zero Initiative and Safe Systems Approach in all roadway and trail projects

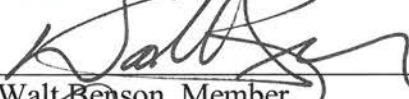
NOW, THEREFORE, be it resolved by the Board of County Commissioners, the governing body of the County of Bernalillo, that 2026-15 be adopted this 27th day of January, 2026.

BOARD OF COUNTY COMMISSIONERS


Adriann Barboa, Chair

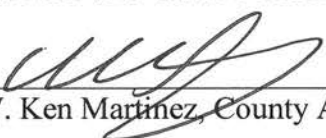

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Barbara Baca, Member

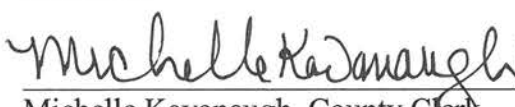

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CHAPTER 1

EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

Bernalillo County's 2025 Pedestrian and Bicycle Safety Action Plan represents a transformative approach to creating an equitable, safe, and accessible transportation network for all residents. Building upon the 2012 plan, this update aligns with the Vision Zero framework, Safe Systems Approach, and Target Zero NM Safe Roads for All Initiative, demonstrating the County's commitment to eliminating traffic-related fatalities and serious injuries. The updated plan also prioritizes historically underserved communities through data-driven decision-making and meaningful community engagement.

The plan focuses on five Community Areas in unincorporated Bernalillo County: East Mountains, North Albuquerque, North Valley, Northwest, and Southwest. Analysis using demographic and transportation equity criteria and transportation insecurity metrics revealed that a majority of Community Area census tracts experience significant barriers to regular, reliable, and safe transportation. These barriers disproportionately affect vulnerable populations, including youth who depend on safe walkable neighborhoods, older adults facing mobility challenges, households living below 150% of the poverty level, limited English proficiency communities, and areas with high proportions of zero-vehicle households.

Crash analysis from 2017-2021 underscored these inequities. Of 9,631 total crashes during this period, 183 involved pedestrians or cyclists. While these crashes represented only

1.9% of total incidents, they accounted for 20.5% of severe injury and fatal crashes. The Southwest Community Area, which has the highest concentration of minority and low-income populations, experienced disproportionately higher crash rates and severity outcomes, highlighting the urgent need for infrastructure improvements in historically underserved areas.

Through extensive community engagement and the ActiveTrans Priority Tool (APT) methodology, the plan identifies 27 capital improvement projects totaling approximately \$21.2 million, with many projects being located in the Southwest Community Area. Project prioritization heavily weighted equity factors, including demographic vulnerability indicators, transportation insecurity metrics, community-identified safety concerns, access to essential services and transit, and network connectivity in underserved areas. The recommended projects are provided in greater detail in [Tables 1, 2, 3, and 4](#) and [Figure 2](#).

The implementation strategy employs a three-tiered temporal framework, beginning with rapid deployment of high-impact safety countermeasures in high-risk areas within the first two years. Mid-term projects, planned for years 2-5, focus on strategic infrastructure improvements targeting key connectivity gaps. Long-term projects extending beyond five years address systemic barriers through comprehensive corridor transformations.

Funding strategies prioritize environmental justice by leveraging federal equity and climate justice criteria in grant applications. The plan combines various funding sources, including local bond measures, to ensure sustained

investment in underserved communities and maximize impact in high-need areas.

Success metrics focus on equity outcomes through regular evaluation of crash reduction in vulnerable communities, assessment of infrastructure condition and accessibility improvements, and monitoring of multimodal level of service in previously underserved areas. Continued engagement with historically marginalized communities ensures that improvements meet community needs and expectations while tracking progress toward closing identified transportation equity gaps.

In summary, this plan represents Bernalillo County's commitment to addressing historical transportation inequities while working toward Vision Zero goals. By prioritizing improvements in areas with the greatest need and focusing on vulnerable road users, the plan aims to create a transportation network that serves all residents safely and equitably, regardless of age, ability, income, or mode choice. The comprehensive approach balances immediate safety needs with long-term systemic improvements, ensuring that every community has access to safe, reliable, and accessible transportation options.

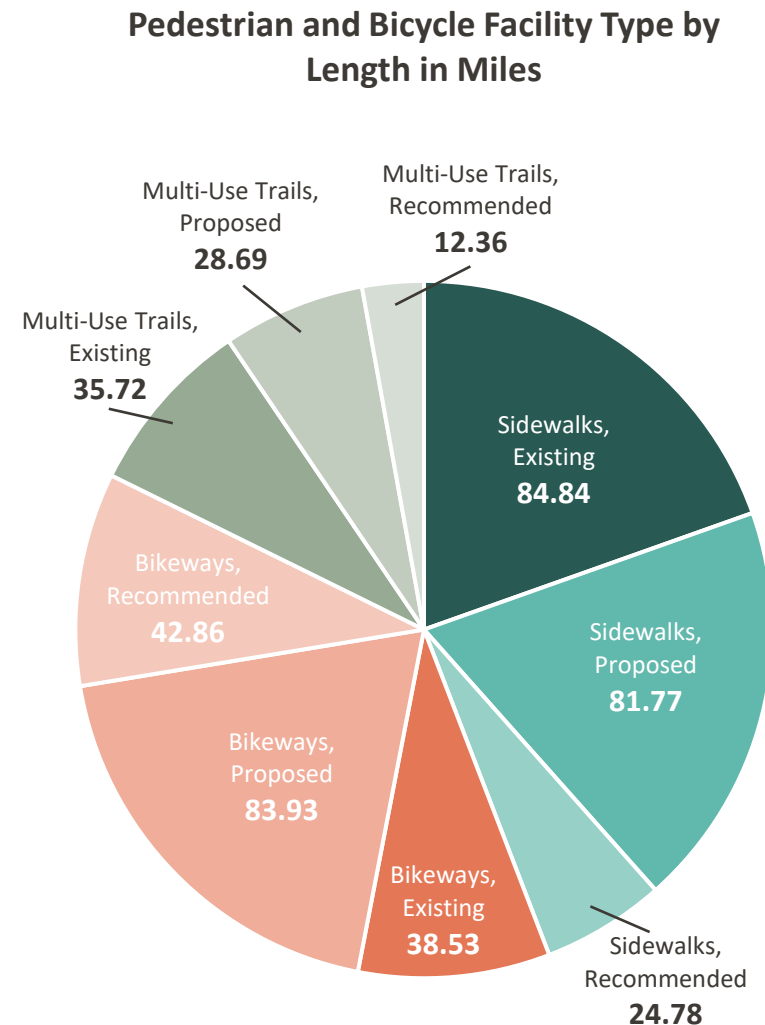


Figure 1. Pedestrian and Bicycle Facility Type by Length

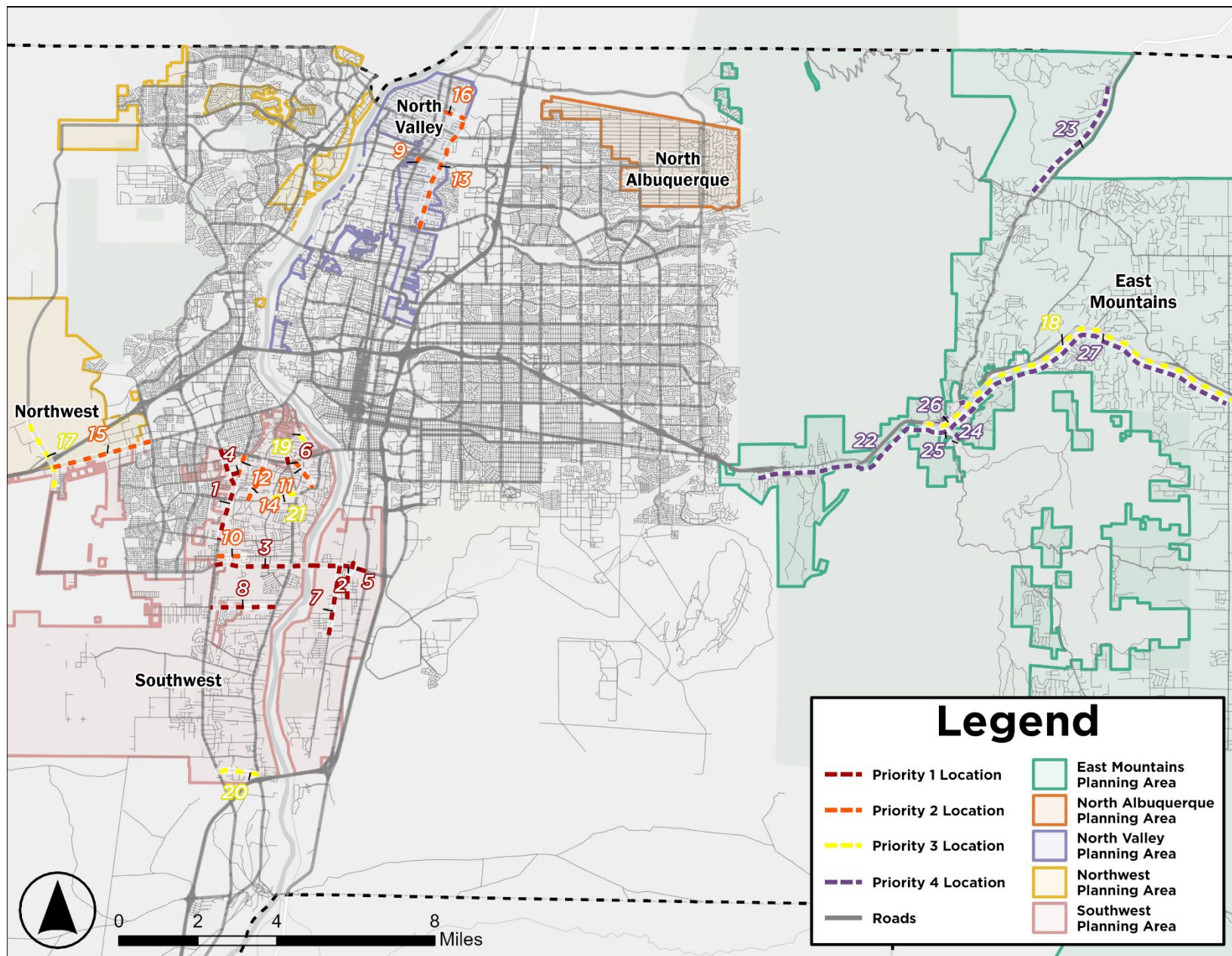


Figure 2. Priority Recommendations Overview Map

Table 1. Priority 1 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
1	1	SW	District 2	Coors Blvd	Blake Rd to Bridge Blvd	Sidewalk and buffered bike lane	2.42 Miles	\$95,000	Short-Term (0–2 years)	HSIP, TAP, Local Capital Improvement Funds
2	1	SW	District 2	Rio Bravo Blvd	Rio Grande to Broadway Blvd	Existing County and NMDOT sidewalk, bike lane, trail projects	1.29 Miles	\$45,000	2026	A301001 TIP
3	1	SW	District 2	Rio Bravo Blvd	Coors Blvd to Rio Grande	Sidewalk and bike lanes and multi-use trail	2.56 Miles	\$475,000	Mid-Term (2–5 years)	Corridor Study
4	1	SW	District 2	Sage Rd	Coors Blvd to Old Coors Dr	Sidewalk and bike lanes	0.26 Miles	\$540,000	Mid-Term (2–5 years)	Local Capital Improvement Funds, Local Bond Measures
5	1	SW	District 2	Prince St	Prosperity Ave to Camino Del Tren	Existing County sidewalk and bike lane project	0.95 Miles	\$610,000	Mid-Term (2–5 years)	Designed
6	1	SW	District 2	Goff Blvd	Tapia Blvd to 5 Points Rd	Sidewalks and bike lanes	0.48 Miles	\$230,000	2026	A300505 CMAQ
7	1	SW	District 2	2nd St SW	Shirk Ln to Rio Bravo Blvd	Existing County sidewalk project	1.78 Miles	\$550,000	2028	A302301 FLAP
8	1	SW	District 2	Gun Club Rd	Coors Blvd to Isleta Blvd	Sidewalks and bike lanes	1.64 Miles	\$480,000	Mid-Term (2–5 years)	HSIP, TAP, Local Capital Improvement Funds

Table 2. Priority 2 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
9	2	NV	District 1	2nd St NW	Hacienda Rd to El Pueblo Rd	Sidewalk to tie into existing infrastructure	0.14 Miles	\$25,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP
10	2	SW	District 2	Barcelona Rd	Coors Blvd to Barcelona Cir	Existing County sidewalk and bike lane project	0.78 Miles	\$230,000	2026	A302175 STPU
11	2	SW	District 2	Gatewood Ave	Isleta Blvd to Bridge Blvd	Sidewalk installation - priority for schools; tie into existing	0.86 Miles	\$420,000	Mid-Term (2–5 Years)	Safe Routes to School, Local Capital Improvement Funds
12	2	SW	District 2	Old Coors Dr	Coors Blvd to Bridge Blvd	Sidewalks and bike lanes	0.82 Miles	\$1,070,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures, CDBG
13	2	NV	District 1	Edith Blvd	Osuna Rd to Alameda Rd	Sidewalk and bikeway installment along roadway	3.07 Miles	\$1,155,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures, CDBG
14	2	SW	District 2	Atrisco Dr (South)	Arenal Rd to Bridge Blvd	Sidewalks and bike lanes	1.19 Miles	\$580,000	Mid-Term (2–5 Years)	Local Capital Improvement Funds, HSIP, TAP
15	2	NW	District 2	Central Ave	Atrisco Vista Blvd to 98 th St	Install multi-use path or large, paved shoulder to provide connection in the community	2.58 Miles	\$1,250,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures
16	2	NV	District 4	Alameda Rd	2 nd St NW to North Diversion Channel	Multi-use trail	0.54 Miles	\$1,200,000	Long-Term (5+ Years)	Local Capital Improvement Funds, HSIP, TAP

Table 3. Priority 3 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
17	3	NW	District 1	Atrisco Vista Blvd	Tierra West Estates to Prime Ave	Sidewalks, buffered bike lanes, and multi-use trail	1.87 Miles	\$700,000	Mid-Term (2–5 Years)	A302184 TBD
18	3	EM	District 5	NM 333	Public School Rd to Bernalillo County Boundary	Provide Wide shoulders for bike facility and pedestrian passage; tie into NM-14	10.14 Miles	\$5,050,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures, CDBG
19	3	SW	District 2	Sunset Rd	Bridge Blvd to Sunset Gardens	Sidewalk to tie into existing infrastructure	0.63 Miles	\$265,000	2026	A301741 TIP
20	3	SW	District 2	Malpais Rd	Coors Blvd to Isleta Blvd	Consider side path (asphalt sidewalk); tie into proposed facilities intersecting roadway	1.04 Miles	\$480,000	Mid-Term (2–5 Years)	HSIP, TAP, Local Capital Improvement Funds
21	3	SW	District 2	Arenal Rd	Tapia Blvd to Goff Blvd/Isleta Blvd	Sidewalk to tie into existing infrastructure	0.62 Miles	\$265,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP

Table 4. Priority 4 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
22	4	EM	District 5	NM 333	I-40 Carnuel exit to NM 14	(Rio Grande Trail Spur) Bike Lanes	5.80 Miles	\$20,000	Short-Term (0–2 Years)	Safe Streets and Roads for All (SS4A), Local Capital Improvement Funds
23	4	EM	District 5	NM 14	Frost Rd to Paa-Ko Golf Dr	Trail Extension	3.52 Miles	\$4,405,000	Long-Term (5+ Years)	Partially Designed
24	4	EM	District 5	NM 337	Forest Rd 423 to NM 333	Bike Lanes and Sidewalks	0.54 Miles	\$500,000	Mid-Term (2–5 Years)	HSIP, TAP, Local Capital Improvement Funds
25	4	EM	District 5	Public School Rd	NM 333 to NM 337	Sidewalks	0.70 Miles	\$185,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP
26	4	EM	District 5	NM 333	Public School Rd to NM 14	Sidewalks	1.14 Miles	\$335,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP
27	4	EM	District 5	NM 333	NM 14 to NM 217	Bike Lanes	9.05 Miles	\$25,000	Short-Term (0–2 Years)	Safe Streets and Roads for All (SS4A), Local Capital Improvement Funds



CHAPTER 2

INTRODUCTION

2.0 INTRODUCTION

Bernalillo County, centrally located in New Mexico, is the state's economic and demographic hub, encompassing diverse landscapes from high desert to mountainous terrain. As the most populous county in New Mexico with 676, 444 residents as of the 2020 Census, it combines urban vitality with semi-rural areas that maintain traditional agricultural practices and preserve the historic character of original land grants and small communities. This unique blend of modern development and traditional land use creates distinct regions requiring thoughtful planning approaches.

The county spans approximately 1,167 square miles, with elevations ranging from about 4, 900 feet along the Rio Grande Valley to over 10,000 feet in the Sandia Mountains. This dramatic topographical variation creates distinct geographical regions that have shaped development patterns and community character throughout the county's history.

The county also contains significant federal lands, including portions of Cibola National Forest, Petroglyph National Monument, and Kirtland Air Force Base, one of the area's largest employers and a major contributor to the regional economy. The Rio Grande flows through the county from north to south, historically supporting agriculture and now serving as a vital water resource and recreational corridor.

Transportation infrastructure plays a crucial role in connecting these diverse areas. Major thoroughfares include Interstates 25 and 40, which intersect in Albuquerque, making the county a significant crossroads for regional commerce. The

Albuquerque International Sunport serves as New Mexico's primary aviation hub, while the Rail Runner Express provides commuter rail service along the Rio Grande corridor.

The county's climate is characterized by high desert conditions, with abundant sunshine, low precipitation, and significant temperature variations between seasons. This climate has historically influenced settlement patterns and continues to shape infrastructure needs and development considerations.

Economic activity in Bernalillo County is diverse, encompassing technology research and development, particularly through Sandia National Laboratories, healthcare services, education centered around the University of New Mexico, manufacturing, and tourism. Traditional agriculture, particularly in the river valley areas, continues to play a role in the local economy and cultural identity.

The unincorporated areas of the county, which are the focus of this plan, are organized into five Community Areas: East Mountains, North Albuquerque, North Valley, Northwest, and Southwest. Each of these areas has distinct characteristics and needs, from the rural mountain communities of the East Mountains to the more urbanized areas adjacent to Albuquerque.

This geographical, jurisdictional, and cultural diversity presents both challenges and opportunities for transportation planning, requiring careful consideration of varied community needs while working toward cohesive, county-wide solutions for pedestrian and bicycle safety.

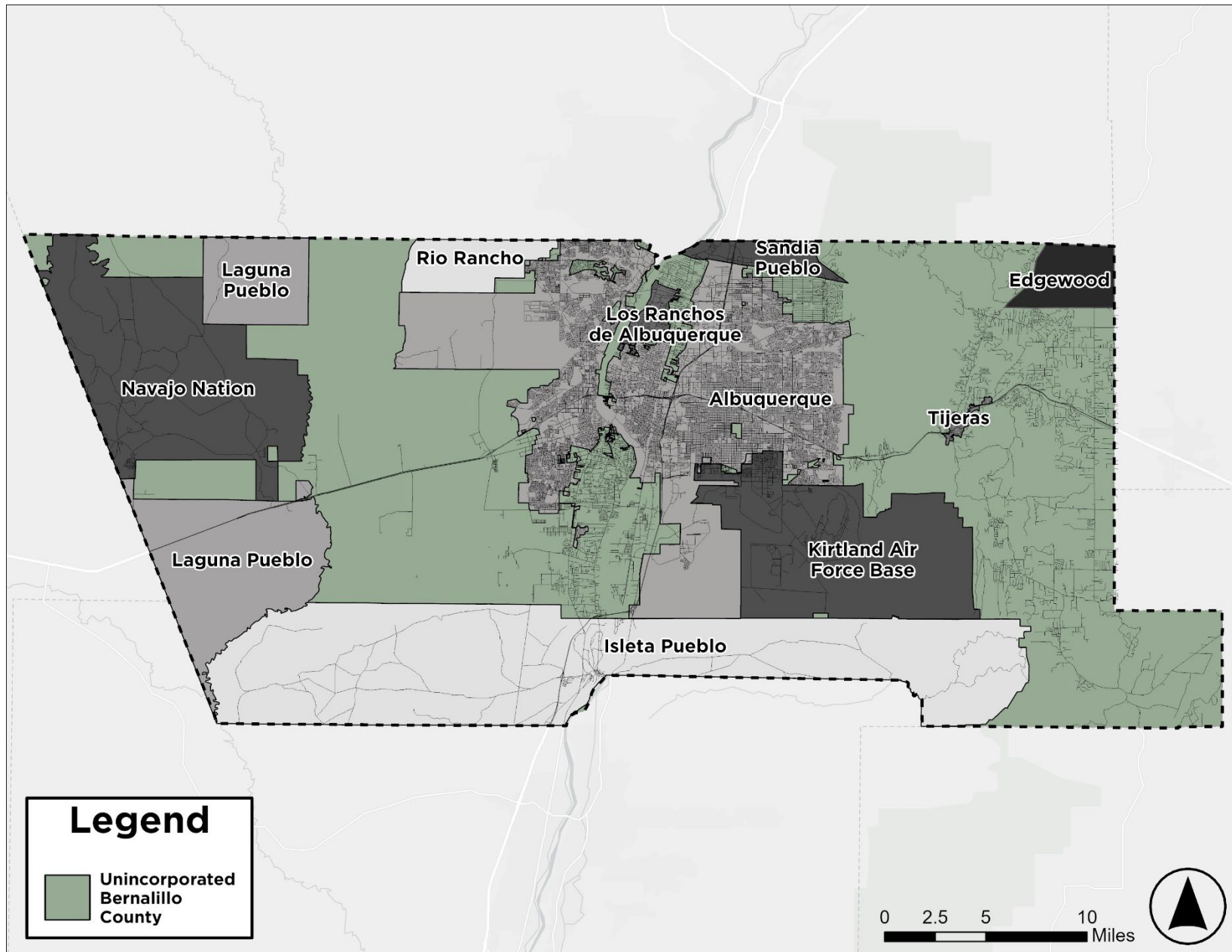


Figure 3. Bernalillo County Jurisdictions Map

2.1 BERNALILLO COUNTY’S COMMITMENT TO SAFETY

Bernalillo County is firmly committed to enhancing transportation safety for all residents and visitors. Through dedicated planning, community engagement, and strategic infrastructure investments, the County prioritizes the creation of a safe, accessible transportation network that serves pedestrians, cyclists, transit users, and motorists alike. This work is carried out in concert with the Mid-Region Council of Governments (MRCOG), whose [2024 Regional Transportation Safety Action Plan \(RTSAP\)](#) provides an overarching framework to guide safety investments and policy decisions at the metropolitan level.

The 2024 RTSAP builds on federal and state safety priorities—such as those encapsulated in the [New Mexico Department of Transportation \(NMDOT\) Strategic Highway Safety Plan](#) and the United States Department of Transportation (USDOT) endorses two complementary initiatives: [Vision Zero](#) and the [Safe Systems Approach](#) policies—and tailors them to the unique needs of central New Mexico. Its key objectives include:

Data-Driven Analysis

The RTSAP aggregates and analyzes crash data to identify high-risk corridors and regional intersections. This approach informs where limited resources can make the greatest impact, ensuring that safety projects deliver the highest return on investment.

Performance-Based Planning

In alignment with federal requirements, the RTSAP sets regional safety performance targets in coordination with NMDOT. These targets monitor key metrics—including fatalities, serious injuries, and the safety of non-motorized users, providing a measurable framework to evaluate progress. By linking data-driven outcomes to decision-making, the targets ensure that future planning and funding allocations are directly tied to improvements in transportation safety and equity.

Collaborative Implementation

The RTSAP highlights the importance of forging partnerships across municipal, county, Tribal, and state jurisdictions. Because transportation systems operate beyond administrative boundaries, the plan calls for cooperation on engineering, education, enforcement, and emergency response measures to address shared safety challenges.

Equity and Community Engagement

Recognizing that underserved communities often face disproportionate safety risks, the RTSAP underscores equitable planning and targeted outreach. It advocates involving community stakeholders at all stages—data gathering, project selection, and policy review—to ensure that investments address localized needs.

State Policy and Funding Integration

The RTSAP is strategically aligned with major New Mexico transportation priorities—ranging from the state’s

performance measures and the New Mexico 2045 [Plan](#) to NMDOT’s “Toward Zero Deaths” vision. By harmonizing regional actions with these state-level frameworks, MRCOG positions local agencies, including Bernalillo County, to more effectively compete for state and federal funding, such as the [Highway Safety Improvement Program \(HSIP\)](#). Additionally, RTSAP 2024 streamlines the process for local governments to apply for implementation grants through programs like [Safe Streets and Roads for All \(SS4A\)](#), where an approved safety action plan may be a requirement. These funding sources are essential for deploying proven countermeasures—such as enhanced roadway geometry, improved crosswalks, and safer intersection designs—that advance the region’s commitment to reducing traffic fatalities and creating a safer, more equitable transportation network.

The principles of the Vision Zero and the Safe Systems Approach serve as the foundation for this Pedestrian and Bicycle Safety Action Plan’s analysis and recommendations, mirroring the same philosophy laid out in the RTSAP:

Understanding the Framework

How do Vision Zero and the Safe Systems Approach differ from conventional safety practices, and what do these initiatives entail?

The Core Mission

Vision Zero is a comprehensive initiative to eliminate traffic-related fatalities and major injuries. This goal is pursued through proactive safety measures that ensure equitable, safe, and accessible transportation for everyone using the roadways.

Implementing Change

Achieving zero fatalities and serious injuries demands embracing the Safe Systems Approach. This methodology focuses on minimizing crash impacts by incorporating human error into design considerations. While past perspectives viewed traffic casualties as unavoidable consequences of modern transportation, evidence shows that thoughtful road design and management strategies can prevent these outcomes by anticipating and mitigating human error. The Safe Systems Approach rests on six fundamental principles:

1. Deaths and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Framework Implementation

These principles of the Safe Systems Approach are supported by five interconnected components that work together to create comprehensive protection for all road users. Each element plays a vital role in establishing multiple layers of safety throughout our transportation network.

1. Safe People

At the heart of transportation safety is the protection of people. This component focuses on fostering responsible behavior among all road users, from drivers to pedestrians. While most people navigate the roadway system safely, human error and risky behaviors persist.

Research identifies three critical behavioral factors that contribute most frequently to fatal crashes: failure to use seat belts, alcohol-impaired driving, and speeding. By addressing these factors through education and engagement, we can create conditions that prioritize safe destination arrival.

2. Safe Vehicles

Vehicle technology plays a crucial role in preventing crashes and protecting both occupants and non-occupants. Historical success stories like seat belts and airbags have prevented an estimated 425,000 fatalities since their mandatory implementation through Federal Motor Vehicle Safety Standards. As we look to the future, emerging technologies offer even greater potential for crash prevention and harm reduction, particularly important as we see an increase in fatalities involving vulnerable road users outside vehicles.

3. Safe Speeds

Speed management requires a holistic approach combining thoughtful road design, targeted education, and equitable enforcement. Research consistently shows that speeding increases both crash frequency and severity, particularly affecting vulnerable road users. Despite this well-documented risk, speeding remains persistently common and culturally accepted. Addressing this challenge requires context-sensitive solutions that consider both posted limits and environmental conditions.

4. Safe Roads

Road design fundamentally shapes user behavior and safety outcomes. Modern safety approaches emphasize creating forgiving roadway environments that account for human error and physical vulnerabilities. The [U.S. DOT's Proven Safety Countermeasures](#) initiative offers evidence-based strategies for reducing fatalities and serious injuries across all road types – from urban streets to rural highways. These countermeasures consider the needs of all users and various contexts, from high-volume freeways to local roads and signalized intersections to challenging horizontal curves.

5. Post-Crash Care

The final component recognizes that survival often depends on post-crash care. Quick access to emergency medical services and well-trained first responders can mean the difference between life and death. This is particularly crucial in rural and Tribal communities, where response times tend to be longer and resources more limited. Effective traffic incident management practices also help prevent secondary crashes and protect first responders working at crash scenes.

New Mexico currently holds the highest per capita rate of pedestrian crash fatalities in the United States. Despite the increasing trends in crashes and fatalities, Bernalillo County remains steadfast in its commitment to prioritizing the safety of all road users.

Bernalillo County recognizes that crashes and fatalities disproportionately affect vulnerable road users within underserved communities. This disparity necessitates

targeted interventions and equitable resource allocation to address systemic safety challenges.

This Pedestrian and Bicycle Safety Action Plan is developed in alignment with regional and state initiatives aimed at achieving Vision Zero—the elimination of all serious injuries and fatalities on our roadways by 2040. Through comprehensive strategies, infrastructure improvements, and community engagement, Bernalillo County is committed to creating safer streets for pedestrians, bicyclists, and all users of the transportation network.

Target Zero NM Safe Roads for All

Bernalillo County is preparing to align with the [Target Zero NM Safe Roads for All Initiative](#), a comprehensive program being developed by the New Mexico Department of Transportation. This initiative aims to achieve zero traffic-related fatalities and serious injuries on New Mexico's roadways through coordinated, data-driven strategies. Target Zero NM brings together transportation agencies, local governments, and community stakeholders in a layered approach that includes:

- Evidence-based roadway design improvements that prioritize safety through engineering solutions. These enhancements include advanced crosswalks, protected bike lanes, and traffic calming measures to reduce collision risks.
- Strategic enforcement of traffic safety laws, focusing on high-risk behaviors such as speeding, impaired driving, and distracted driving, while ensuring fair and equitable implementation.

- Comprehensive public education and community engagement programs that raise awareness about road safety and promote responsible transportation choices across all demographics.
- Integration of emerging technologies in vehicles and infrastructure to enhance safety systems. This includes advanced warning systems, smart traffic signals, and connected vehicle capabilities.

Upon completion of the Target Zero NM Safe Roads for All Initiative, anticipated in late 2025, Bernalillo County will align its strategies with this statewide framework to establish a coordinated approach to eliminating traffic-related fatalities and serious injuries. This alignment will complement the County's existing adoption of Vision Zero and Safe Systems approaches, thereby strengthening a comprehensive and unified effort to protect all road users.

Through the integration of the Target Zero NM Safe Roads for All Initiative with established safety strategies, Bernalillo County affirms its commitment to developing a transportation network in which every life is valued and protected. This multi-faceted approach advances the region toward the ultimate objective of eliminating all traffic-related fatalities and serious injuries on New Mexico's roadways.

2.2 PLAN UPDATE PURPOSE AND RANKING

The *Pedestrian and Bicyclist Safety Action Plan* is a **Rank 2 facility plan** and under the Comprehensive Plan hierarchy.

The Plan contains several elements to promote safe pedestrian and bicycle facilities within the County:

As a ten-year facility master plan, this document identifies pedestrian and bicyclist infrastructure needs organized by County planning areas. The Plan provides a comprehensive overview of existing plans, an inventory of current facilities, and a prioritized list of proposed projects to address identified gaps and deficiencies.

As a safety plan, this document establishes design standards and recommendations to enhance roadway safety through the proactive integration of pedestrian and bicycle facilities during initial construction, thereby eliminating the need for costly post-construction modifications.

As an action plan, this document outlines specific implementation steps and responsibilities for County Public Works and Planning staff, as well as policy directives for decision-makers to ensure that roadway design systematically incorporates pedestrian and bicycle facilities.

The development and construction of pedestrian and bicycle facilities are mandated by Section 74-116 of the County Subdivision Ordinance and Articles V and VI of the Roads and Bridges Ordinance, providing the legal foundation for implementation of this Plan.

2.3 ACCOMPLISHMENTS SINCE LAST PBSAP

The first Pedestrian and Bicycle Safety Action Plan (PBSAP) was adopted in 2012. The plan focused on identifying safety issues, developing recommendations for safety

improvements, and locating areas for future pedestrian and bicycle amenities including sidewalks, trails, bike lanes, bike routes, and more. Total facility mileage has increased because of the last PBSAP.

Major accomplishments completed or underway since the 2012 plan adoption include:

1. Bridge Blvd Corridor Reconstruction (Southwest)
2. 2nd St Multi-use Trail from 2nd St to Valle del Oro (Southwest)
3. Paradise Blvd Multi-Use Trail (Northwest)
4. Alameda Drain Multi-Use Trail (North Valley)
5. Eubank Blvd Multi-Use Trail (North Albuquerque)
6. Frost Rd Multi-Use Trail (East Mountains)

Policies involving bike and pedestrian safety which have been adopted since the previous plan include:

1. 2015 Complete Streets Ordinance
2. 2018 ADA Transition Plan
3. 2023 Technical Standards
4. 2024 Comprehensive Plan

While significant progress has been made since the 2012 plan, reassessing existing facilities, safety data, and demographic characteristics is essential to understand Bernalillo County's current pedestrian and bicycle environment to identify a new set of recommended improvements. This plan's analysis of existing conditions, coupled with valuable community feedback, highlights ongoing disparities and underscores the need for an updated plan. This revised plan is critical to continue addressing bike and pedestrian safety, ensuring that all residents, particularly

those in underserved areas, have access to safe and reliable transportation options.

2.4 COMMUNITY AREAS

For this plan, the unincorporated area of Bernalillo County is divided into five Community Areas:

- East Mountains
- North Albuquerque
- North Valley
- Northwest
- Southwest

Together, the Community Areas serve as the study area for this plan. Their boundaries and brief demographic overview are provided on the following page in [Table 5](#) and in [Figure 4](#).

North Valley, South Valley, and East Mountains were the first unincorporated areas of Bernalillo County established through adopted area plans in the 1980s and 1990s. These were developed to recognize their unique characters and aspirations within the County's planning processes, distinguishing them from the more urban neighborhoods. More recently, North Albuquerque and Northwest have been established as Community Areas to anticipate growth and development through their master or sector plans.

East Mountains

The East Mountains, located east of the Sandia Mountains, are known for their scenic beauty and rural mountain setting. Unlike the urbanized Albuquerque area, this region has retained a low-density, open landscape due to its

mountainous topography and environmental features. Over the past 50 years, development has increased along major roads, leading to the emergence of subdivisions and resort-style communities. Despite this growth, many areas have been designated as recreational sites, trails, and open spaces, preserving the area's appeal for outdoor enjoyment and maintaining its rural character.

North Albuquerque

North Albuquerque, in the far northeast of the city, includes two distinct communities: North Albuquerque Acres and Sandia Heights. North Albuquerque Acres features low-density, single-family homes on one-acre lots, while Sandia Heights is a master-planned community with various housing types. Despite development challenges due to slopes and drainage, the area is known for its spacious lots and scenic mountain setting, preserving its rural character and open spaces.

North Valley

The North Valley, in northwest Albuquerque, is known for its blend of rural charm and urban convenience. Bordered by the City of Albuquerque, the Village of Los Ranchos, the Rio Grande, and its bosque, the area features historic acequias supporting light agriculture. Commercial development is concentrated along key corridors like Alameda Boulevard, while the community retains its semi-rural character and cultural richness, influenced by Native American, Hispanic, and Anglo heritage, with many historic properties.

Northwest

The Northwest Community Area, north of I-40/Central Avenue and west of the Rio Grande, has seen increasing growth despite historically being less developed. Large tracts of land remain undeveloped, but residential and commercial development has expanded along the Rio Grande, with industrial uses near Atrisco Vista Boulevard, I-40, and Central Avenue. The area features large planned residential communities and neighborhood commercial centers, with Coors Boulevard as a central growth corridor. The Northwest maintains strong historical and cultural connections with the Valley.

Southwest

The Southwest Community Area, often called the "South Valley," includes both the South Valley and Southwest Mesa, stretching from I-25 to the Rio Puerco and from I-40 to the Isleta Pueblo. Centered around the Rio Grande, it maintains a strong agricultural connection with large tracts of irrigated farmland. The area blends urban and rural lifestyles, with denser neighborhoods near Central Avenue transitioning to rural ranch lands in Pajarito and Los Padillas. Major corridors like Bridge Boulevard and Coors Boulevard have seen steady growth, evolving into mixed-use areas with residential and commercial development. Since the 1960s, suburban expansion has increased due to Albuquerque's growing population and demand for affordable land.

Table 5. Community Area Demographics Snapshot

Community Areas	Area (Sq. Miles)	Population	Population Density (Pop. per sq. mile)	Housing Units
Total Unincorporated County	943.6	105,516	111.8	41,839
East Mountains	159	19,066	119.9	8,971
North Albuquerque	7.6	10,497	1,384.5	4,368
North Valley	7.8	12,326	1,583.8	5,389
Southwest	84.6	48,912	587.2	17,140
Northwest	29.6	1,475	49.3	513

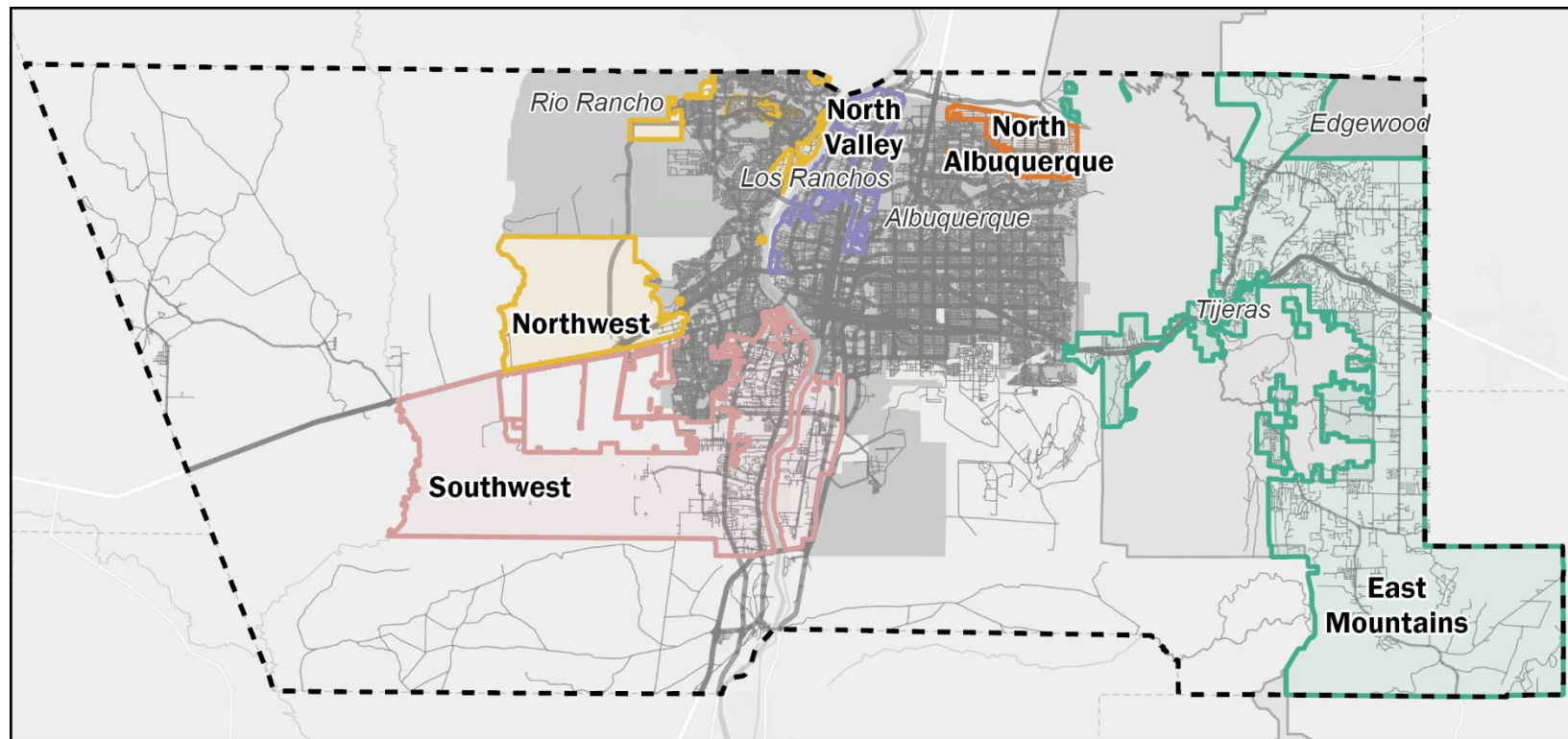


Figure 4. Community Areas Map

2.5 PUBLIC ENGAGEMENT EFFORTS

Technical Advisory Committee

The establishment of a Technical Advisory Committee was an important component in developing the 2025 Pedestrian and Bicyclist Safety Action Plan. Recognizing the complex, multi-jurisdictional nature of transportation planning in unincorporated Bernalillo County, the County assembled representatives from County departments, regional transportation agencies, municipal partners, and school district officials. This collaborative approach sought to ensure that the plan would complement regional transportation goals while addressing the County's specific needs, with planning decisions informed by the expertise and institutional knowledge of partner agencies already working on pedestrian and bicycle safety throughout the region. Committee members and their associated agency are listed below.

Bernalillo County:

- Richard Meadows – Technical Services, Public Works
- Julie Luna – Technical Services, Public Works
- Mino Savoca – Planning and Development Services
- John Barney – Recreation, Parks, and Open Space
- Leila Momenzadeh – Technical Services, Public Works
- Brian Bonanno – Sustainability
- Afshin Jian – Traffic Engineering

City of Albuquerque:

- Valerie Hermanson - Department of Municipal Development
- Andrew de Garmo - ABQ Ride
- Whitney Phelan - Parks & Recreation
- Carrie Barkhurst - ABQ Ride

New Mexico Department of Transportation:

- Rosa Kozub - Planning & Programming
- Nancy Perea – District 3 Traffic
- Margaret Haynes – District 3 Traffic
- Shannon Glendenning - Multimodal Planning & Programs
- Samuel Jensen - Bicycle/Pedestrian/Equestrian Coordinator

Mid-Region Council of Governments:

- Tara Cok - Active Transportation
- Willy Simon - Safety & Congestion Management

Albuquerque Public Schools:

- Cordel Brock - Capital Master Plan

Technical Advisory Committee Meetings

The Technical Advisory Committee convened twice during 2023 to provide guidance on the planning process and ensure coordination with concurrent regional planning efforts. These meetings occurred at critical junctures: first, as the project was

being launched to establish scope and direction, and second, as initial analytical frameworks were being developed.

The initial meeting focused on establishing a shared understanding of the project scope and identifying connections to related planning initiatives. Committee members confirmed that the plan update would serve a dual purpose as both a safety action plan and a facility plan, incorporating Vision Zero principles and ensuring compliance with Vision Zero policy checklists.

One of the most valuable aspects of the committee's input was clarifying the geographic extent of the planning effort. The committee confirmed the plan would address roads under Bernalillo County maintenance jurisdiction, state highways within unincorporated Bernalillo County, and the complex "patchwork roads" shared between the City of Albuquerque and Bernalillo County, including Bridge Boulevard, Atrisco Drive, Goff Boulevard, Edith Boulevard, Gun Club Road, portions of Paradise Hills, 2nd Street, and Bobby Foster Road in Mesa del Sol.

Committee members shared information about numerous related planning efforts underway. Committee members discussed the County's Sustainability Plan in development and sought input on coordination opportunities. Additionally, the discussion highlighted the City of Albuquerque's updated Vision Zero Plan. Bernalillo County staff noted the Parks, Recreation & Open Space Facilities Master Plan update and expressed interest in multi-use trail elements, offering opportunities for County Transportation Planning staff to attend Parks & Recreation public events.

The committee reviewed NMDOT's Prioritized Statewide Bicycle Network Plan and discussed coordination with ABQRide's Forward Network Plan.

The committee discussed the analytical approach to safety data, focusing on updates to the High Fatal and Injury Network (HFIN) and development of a 2017-2021 crash dataset. NMDOT representatives noted they were working to provide a hierarchy for identifying top contributing factors in crashes. Discussion addressed how equity considerations and public outreach would inform project prioritization, with City representatives noting their use of a modified version of MRCOG's vulnerability index.

Committee members identified numerous public outreach opportunities including CiQlovia (October 22), Bike Thru Burque (October 21-29), Parks & Recreation community events, and the East Mountain Celebration. The committee confirmed a three-tiered outreach approach: engagement with the Technical Advisory Committee, targeted outreach to interested stakeholder groups (GAATC, GARTC, Together for Brothers, NM Touring Society, BikeABQ, Transportation Advisory Board), and broader public engagement through surveys and events.

The second meeting focused on coordinating with concurrent regional planning efforts, refining study area definition, and reviewing preliminary crash data and the draft public survey.

The meeting began with a comprehensive review of related planning efforts, highlighting extensive momentum around pedestrian and bicycle safety planning. These included: the City of Albuquerque's Bikeway & Trail Facility Plan update, updated Vision Zero Plan and Vision Zero StoryMap; APS

Vision Zero Action Plan; NMDOT's Vulnerable Road User Safety Assessment and Strategic Highway Safety Plan; MRCOG's Regional Transportation Safety Action Plan (RTSAP) update; and Bernalillo County's Comprehensive Plan update.

Committee members expressed appreciation for participation across these various efforts and acknowledged the importance of ensuring mutually supportive policies and coordinated project recommendations across jurisdictions.

The project team presented maps showing roads under Bernalillo County maintenance jurisdiction and Comprehensive Plan Study Areas that would serve as the geographic framework for analysis. The maps illustrated the intricate jurisdictional patchwork characteristic of unincorporated Bernalillo County. Committee members were asked to review the maps and provide any suggested additions or deletions by October 17, 2023.

The team presented preliminary crash data from 2017-2021, noting pandemic-related impacts visible in crash frequency during 2020. An important discussion focused on developing a proxy for the "Top Contributing Factor" field, which had been discontinued in official crash reporting in 2020. The team explained their multi-scale analytical approach: beginning with high-level countywide patterns, then drilling down to investigate specific issues or locations of concern. Committee members provided suggestions for additional data reporting by crash severity and year.

The committee reviewed a draft public survey incorporating questions from previous Bike to Work Day surveys and the

County ADA Transition Plan survey. Committee members provided valuable feedback:

- Adding general roadway classification information (residential road, principal arterial, rural collector) to help respondents better communicate problem locations
- Refining demographic questions, particularly gender identity questions, to be more inclusive using formats like "Male (cis)" and "Male (trans)"
- Using survey results to categorize respondent cyclist types (from interested but concerned to experienced)
- Implementing measures to limit multiple responses while maintaining ease of participation

Committee members were asked to provide additional comments by October 17, 2023.

The Technical Advisory Committee's input at these two meetings provided valuable direction for the planning process, particularly in navigating jurisdictional complexity, coordinating with regional planning efforts, and refining the analytical approach. A final Technical Advisory Committee meeting is planned before the plan is presented to the County Planning Commission to review the completed plan, discuss implementation priorities, and coordinate next steps among partner agencies.

Public Meeting

A public meeting was held on November 20th, 2024, at the South Valley Multipurpose Senior Center to present the draft recommendations to the public and gather feedback.

Members of the public attended the meeting and provided valuable insights into the proposed recommendations. Based on their comments, the recommendations were adjusted to better reflect the needs of the community.

During the public meeting, a community member shared their personal experiences living near Gun Club Road in the Southwest Planning Area, highlighting the challenges and safety concerns faced by pedestrians and bicyclists in the area. Their testimony underscored the urgency of addressing these issues, prompting the project team to elevate the priority of proposed investments along Gun Club Road.

A full synopsis of the public meeting is included in the Appendix.

Boots on the Ground Efforts

In an effort to better understand community needs, the project team conducted field visits throughout the Southwest Community Area, engaging residents in direct conversations about pedestrian and bicycle safety. These face-to-face interviews yielded candid perspectives that highlight both the daily challenges and adaptive strategies of area residents. The feedback gathered offers valuable insight into the real-world conditions shaping how people navigate their neighborhood.

Infrastructure Gaps and Safety Concerns

Multiple residents identified critical infrastructure deficiencies along La Vega Drive, including incomplete sidewalk networks and inadequate street lighting. One resident with mobility limitations reported walking in the roadway rather than on available sidewalks, believing vehicular visibility provides

greater safety—a concerning adaptation that underscores the inadequacy of existing pedestrian infrastructure. The absence of lighting compounds these concerns, particularly for residents who travel on foot during evening hours to access essential services.

Construction Impact on Mobility Patterns

Ongoing construction activities have noticeably altered pedestrian behavior in the area. Residents reported reduced walking frequency and avoiding previously routine destinations such as parks and farmers markets. The temporary disruption has created particular hardship for those without personal vehicles who rely on walking to reach bus stops and other essential services.

Maintenance and Accessibility Issues

Pavement conditions emerged as a recurring theme, with residents expressing concern about cracked and uneven surfaces. These defects pose tripping hazards for older adults and create barriers for individuals using mobility aids such as walkers. Additionally, debris dislodged from vehicles traveling over damaged roadways presents safety risks to pedestrians on adjacent sidewalks.

Basic Amenities

The absence of public waste receptacles was noted by multiple respondents, including individuals experiencing housing insecurity who expressed a desire to maintain neighborhood cleanliness but lack the basic infrastructure to do so.

Varied Perspectives on Bicycle Infrastructure

While some residents utilize existing bicycle facilities, others reported navigating through traffic without dedicated lanes. Notably, one cyclist expressed riding against traffic flow due to concerns about distracted drivers—a practice that, while understandable given the resident's perception of risk, increases potential for collisions.

Resilience and Adaptation

Despite these challenges, many residents demonstrated pragmatic resilience, emphasizing that pedestrian travel and public transit use are necessities rather than choices. This perspective underscores the critical importance of addressing identified infrastructure deficiencies to ensure safe and equitable mobility for all community members.

Listed below are a few comments the project team received from the community:

“I walk on La Vega to stores. I can’t bike; I’m disabled. There are missing sidewalks on La Vega. I walk in the street on La Vega because I feel cars can see you better. I walk to the gas station for snacks and food at night. There are no lights on La Vega.”

“I don’t drive a car. I mostly walk on Bridge, La Vega, Isleta and Goff. I got to the farmers market and bus stops. It’s not safe with the construction. I don’t walk as much to the park with the construction. I can’t walk at night. It’s too dark.”

“I ride a bike all over the South Valley. I just bike around and through traffic. I don’t need the bike lanes.”

“I’m worried about distracted drivers, that’s why I ride against traffic.”

“I’m worried about cracks. Older people can trip over all the cracks. I’m also worried about dogs. People need to keep dogs on their property.”

“I don’t like the cracks in the roads. I’m walking on the sidewalks and where there are cracks in the road things fly off trailers when they hit the bump. I’ve had close calls.”

Miscellaneous Public Events

In addition to the previously mentioned engagement efforts, the project team actively participated in a variety of public events to gather input. The meetings are detailed in [Table 6](#).

Table 6. Miscellaneous Public Engagement Efforts

Date	Event	Location	Set-Up
9/18/2023	Community Conversation: Parks, Recreation and Open Space (PROS) Plan Update East Mountains Public Meeting	Los Vecinos Community Center	Table
10/14/2023	East Mountain Celebration	Los Vecinos Community Center	Table
1/8/2024	Greater Albuquerque Active Transportation Committee	Virtual	Presentation
1/24/2024	Mountain View Climate Pollution Reduction Grant & Pedestrian and Bicyclist Safety Action Plan Public Meeting	Henry “Kiki” Saavedra Community Center	Public Meeting
1/30/2024	South Valley Climate Pollution Reduction Grant & Pedestrian and	Westside Community Center	Public Meeting

	Bicyclist Safety Action Plan Public Meeting		
2/1/2024	South Valley Climate Pollution Reduction Grant & Pedestrian and Bicyclist Safety Action Plan Public Meeting	Los Padillas Community Center	Public Meeting
2/6/2024	Paradise Hills Climate Pollution Reduction Grant & Pedestrian and Bicyclist Safety Action Plan Public Meeting	Paradise Hills Community Center	Public Meeting
2/7/2024	East Mountains Climate Pollution Reduction Grant & Pedestrian and Bicyclist Safety Action Plan Public Meeting	Los Vecinos Community Center	Public Meeting
2/21/2024	North Valley Climate Pollution Reduction Grant & Pedestrian and Bicyclist Safety Action Plan Public Meeting	Raymond G. Sanchez Community Center	Public Meeting
2/27/2024	North Valley 4th St Road Diet Meeting	Raymond G. Sanchez Community Center	Table
5/28/2024	South Valley Pride Event	Westside Community Center	Table
6/20/2024	Bridging Los Vecinos, Bridge Blvd Phase III Public Meeting	South Valley Multi-Purpose Senior Center	Table
3/10/2025	Greater Albuquerque Active Transportation Committee	Virtual	Presentation

Through these engagements, the team collected a wide range of comments and personal experiences that reflect the diverse needs and priorities of Bernalillo County residents. Several key themes emerged across these conversations:

- **Safety and Infrastructure Gaps:** Many residents expressed concerns about speeding vehicles, lack of shoulders, and unsafe crossings. There were also calls for traffic calming measures, raised crosswalks, and better signage.
- **Trail and Sidewalk Maintenance:** Community members noted that some existing multi-use trails have fallen into disrepair and emphasized the need for ongoing maintenance and improvements to ensure usability.
- **Equity and Accessibility:** Comments highlighted the importance of incorporating equity into the plans framework, including outreach to non-English-speaking communities and the unhoused population. ADA access and inclusive design were also recurring concerns.
- **Connectivity and Expansion:** Residents advocated for expanded trail networks and better connections between neighborhoods, schools, parks, and transit.
- **Environmental and Community Impact:** While many supported new infrastructures, some raised concerns about ecological impacts. There was strong desire to balance access with community character and environmental stewardship.

- **Amenities and Comfort:** Requests for shade structures, restrooms, trash receptacles, and bike parking were common.

These insights have been instrumental in shaping the priorities and recommendations of the plan, ensuring that it reflects the voices of the community.

2.6 SURVEY

A survey was created using the Maptionnaire platform and distributed to the public at several related community events between November 6, 2023, and March 29, 2024. The survey gathered initial feedback from community members involving:

- The Community Areas where respondents walk, roll, or bike
- Travel mode, frequency, and trip destinations
- Level of comfort on roadways with different characteristics
- Important factors when choosing a walking or cycling route
- Priority locations for safety improvements
- Barrier location and type identification for walking, rolling, and cycling
- Demographic data

The following pages offer results from the most informative questions. A complete summary of the results is detailed in the Appendix.



Our team received a total of 106 survey responses.



Bike/pedestrian infrastructure and safe accessibility were top factors for choosing a walking or biking route



Public places, livelihood amenities, and schools were the top three priority locations for sidewalk improvements

Figure 5. Public Survey Summary

**Factors Cyclists Take into Consideration
When Selecting a Route**

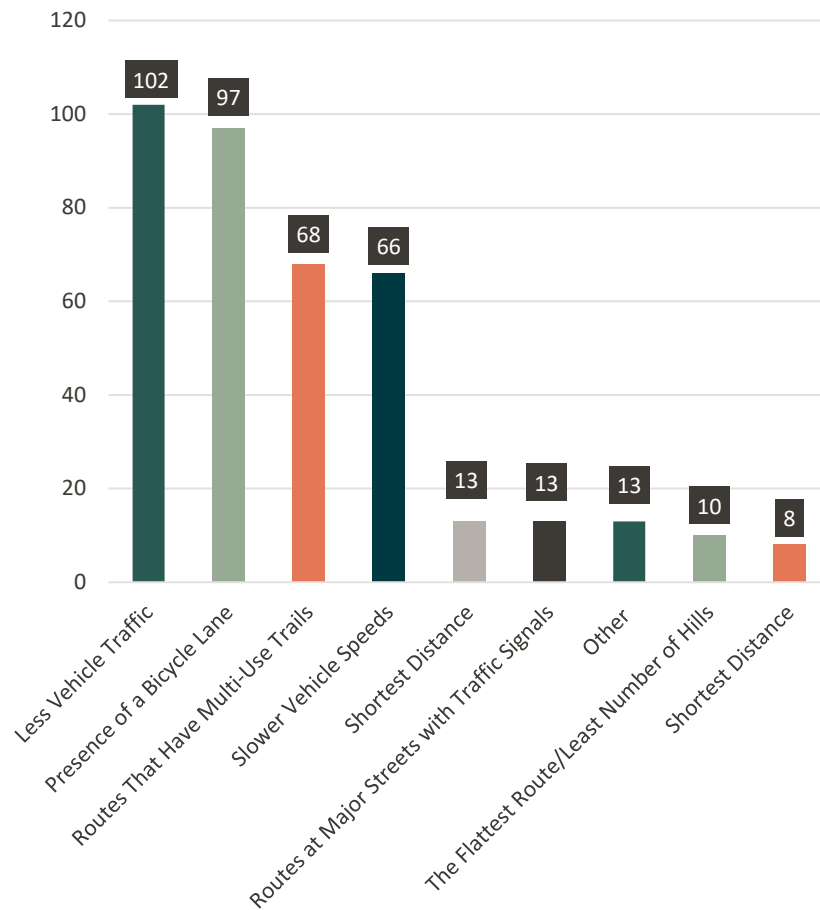


Figure 6. Public Survey Results - Cyclists Factors

**Factors Pedestrians Take into Consideration
When Selecting a Route**

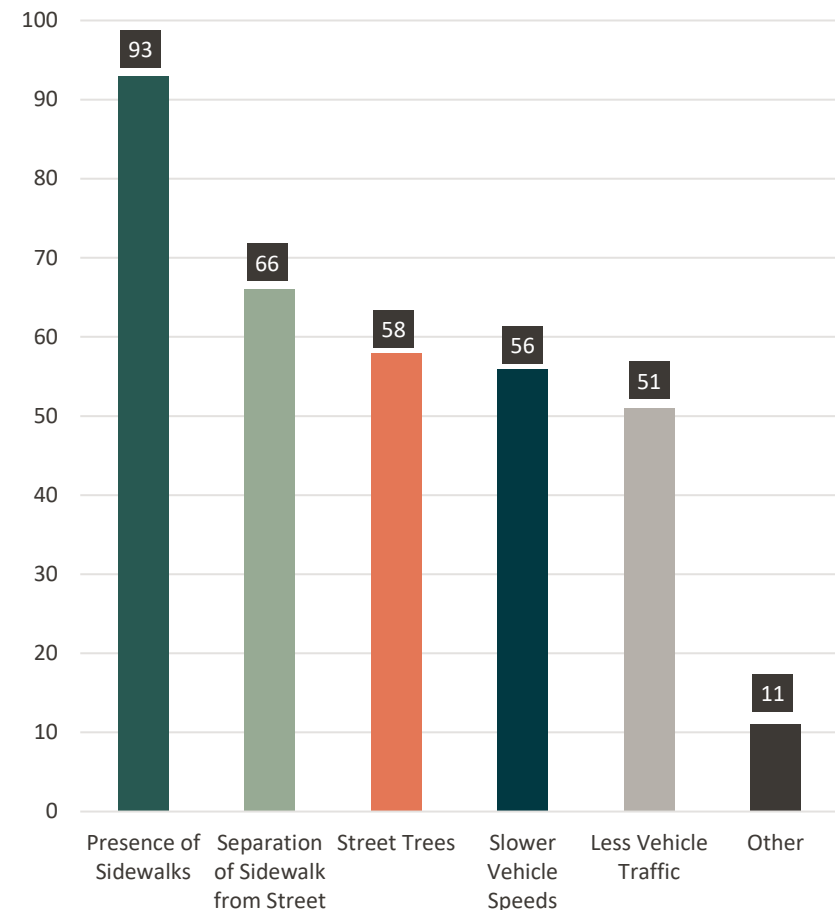


Figure 7. Public Survey Results - Pedestrian Factors

Survey responses indicate that dedicated bicycle and pedestrian infrastructure and traffic calming are the most important factors when choosing a route. Luckily, these characteristics can be implemented through safety design interventions.

Key Areas to Consider for Sidewalks or Pedestrian Amenities

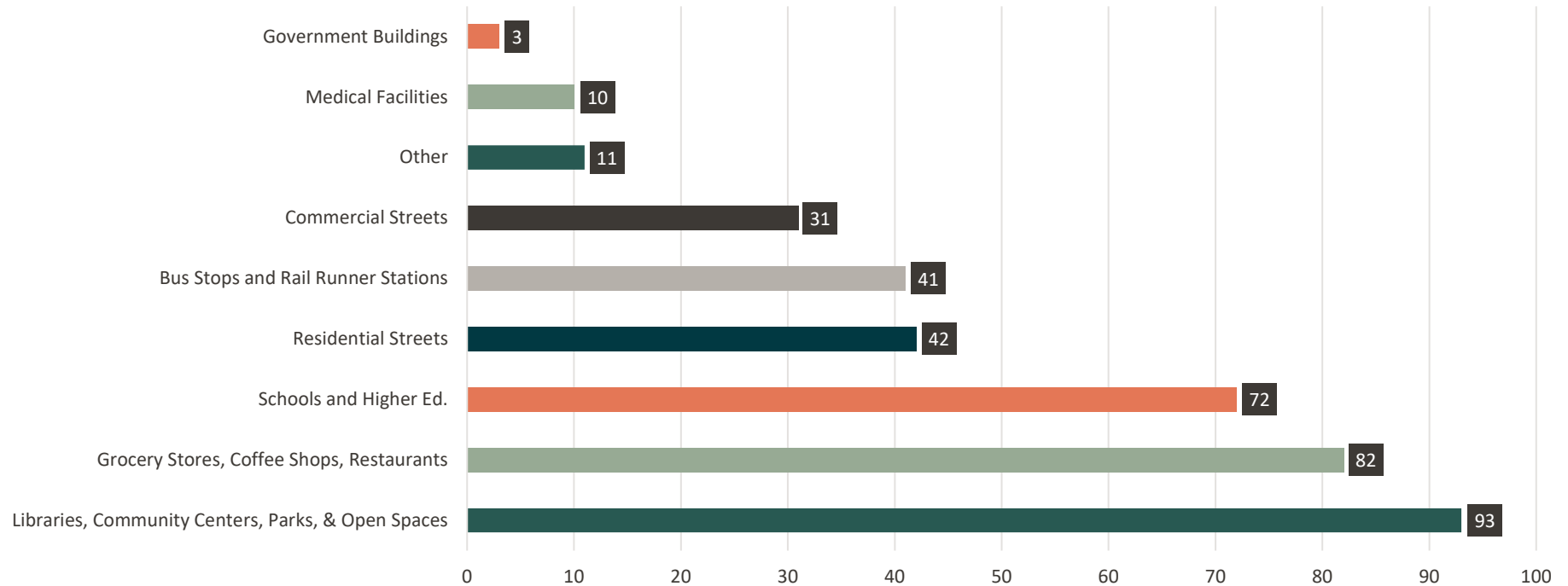


Figure 6. Public Survey Results - Key Areas

Respondents prioritize community amenities and essentials as locations for sidewalk improvements and pedestrian amenities. Enhancing walkability around these areas promotes a more interconnected, accessible, and equitable community for all.

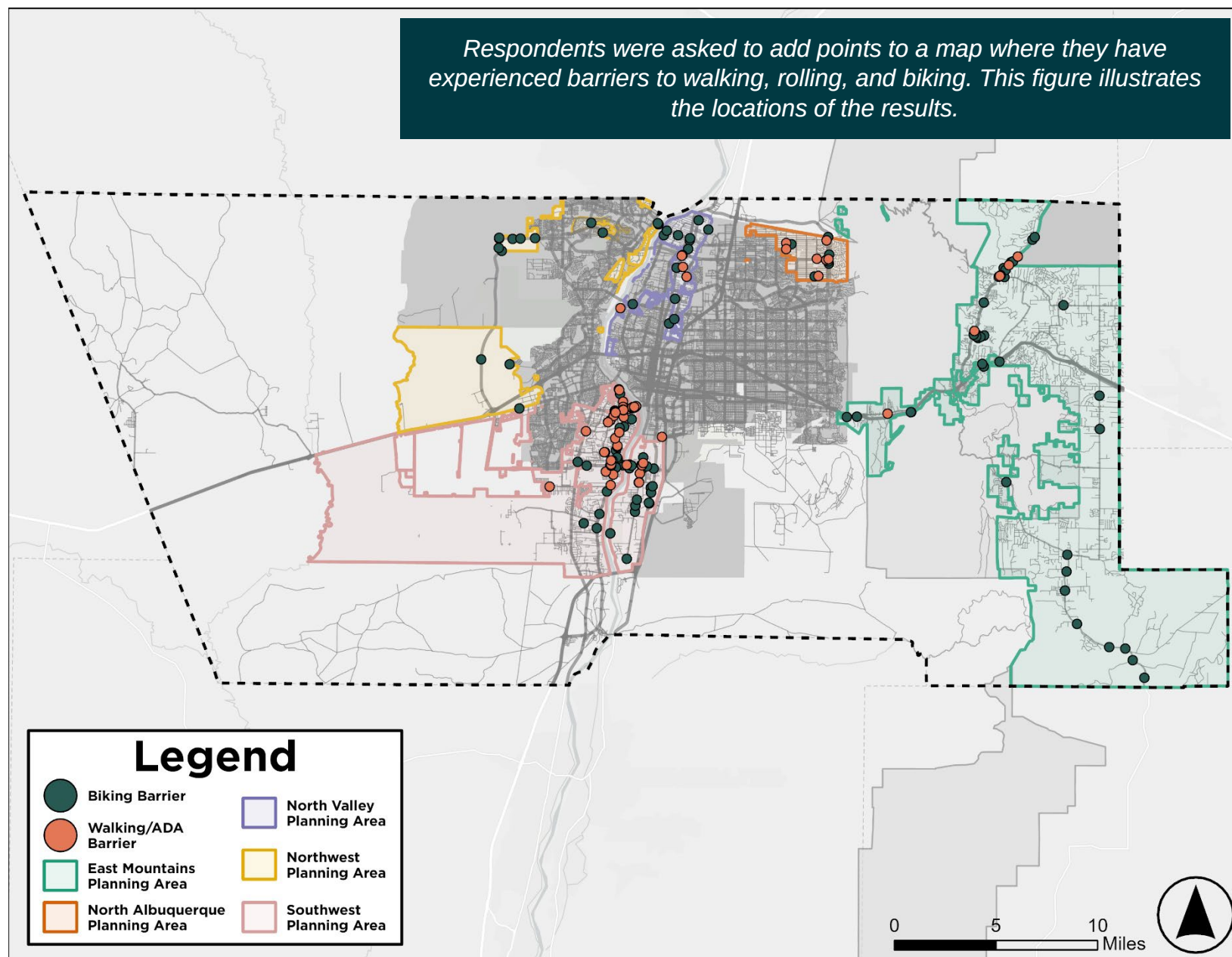
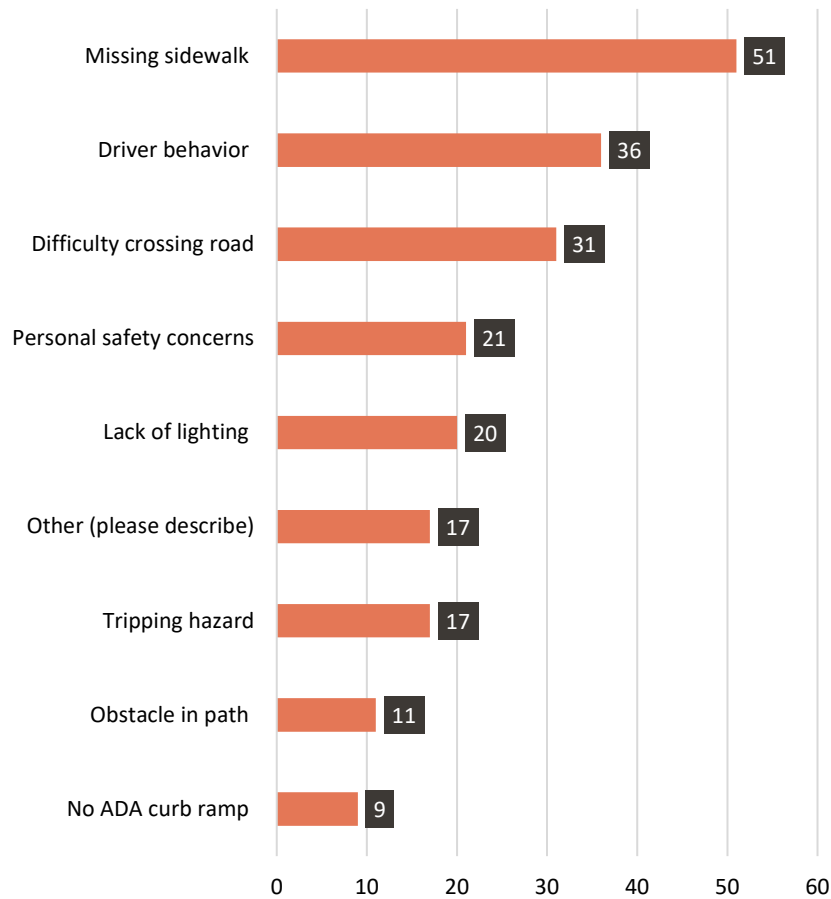


Figure 7. Public Survey Results – Barriers Map

Walking/ADA Barriers Reported



Biking Barriers Reported

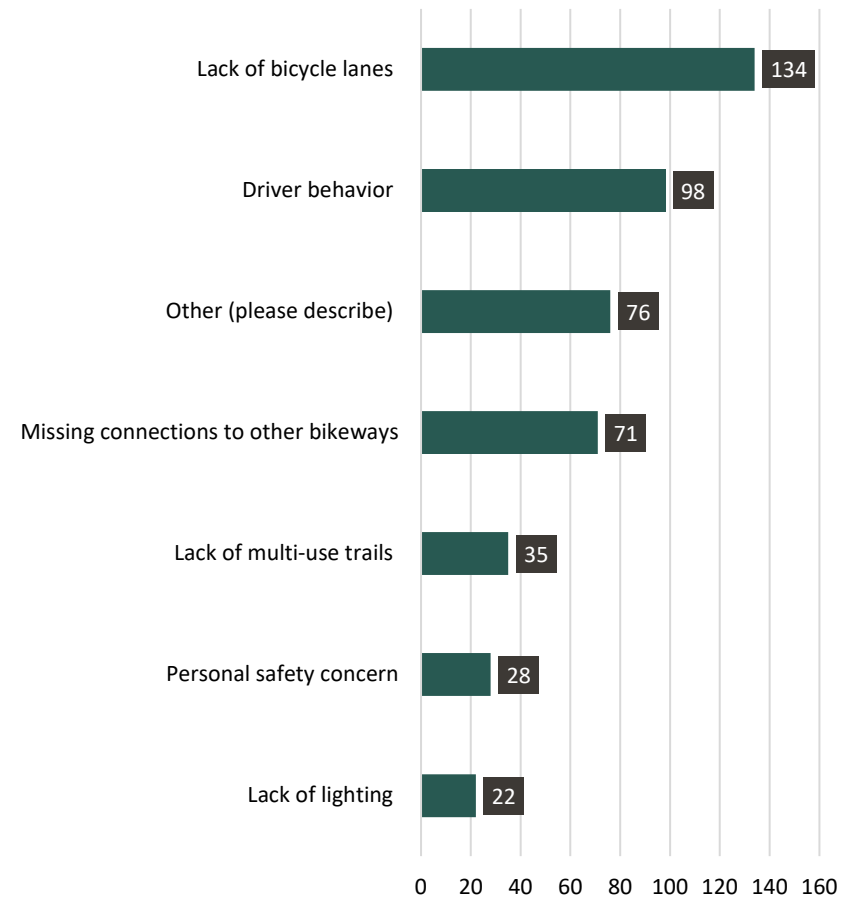


Figure 10. Public Survey Results - Walking Barriers

Figure 11. Public Survey Results - Biking Barriers

The types of barriers from the mapping exercise were also identified, resulting in a majority indicating a lack of multi-modal infrastructure on both roadway segments and intersections and driver behavior.



CHAPTER 3

EXISTING CONDITIONS

3.0 EXISTING CONDITIONS

3.1 COMPLETE STREETS ORDINANCE

Bernalillo County has developed a robust framework of plans, policies, and technical standards that guide transportation planning and infrastructure development with an emphasis on safety, accessibility, and multimodal connectivity. These foundational documents reflect the County's commitment to creating a transportation network that serves all users, particularly pedestrians and bicyclists, while addressing equity and accessibility concerns in underserved communities. From the adoption of the Complete Streets Ordinance in 2015 to the recent Regional Transportation Safety Action Plan in 2024, the County has consistently worked to integrate best practices in roadway design, remove barriers to accessibility, and implement data-driven safety strategies. This section provides an overview of the key guiding plans and policies that inform the development of this Safety Action Plan and establish the context for understanding current conditions, identifying gaps, and prioritizing future improvements to enhance pedestrian and bicyclist safety throughout unincorporated Bernalillo County.

Complete Streets Ordinance (2015)

Building on this foundation, the Complete Streets Ordinance—codified as part of County Code Chapter 66, Roads and Bridges—established a comprehensive policy framework in 2015 that fundamentally shaped how the County approaches roadway design and construction. The ordinance

mandates that all new roadway construction, reconstruction, and major rehabilitation projects incorporate, where feasible, facilities for all modes of transportation, including pedestrians and bicyclists, along with complementary amenities such as landscaping, green infrastructure, and street lighting. This policy requirement ensures that multimodal considerations are integrated from the earliest stages of project planning rather than added as afterthoughts, directly supporting the County's commitment to creating a transportation network that serves all users safely and equitably.

Technical Standards (2023)

Complementing the policy framework established by the Complete Streets Ordinance, the County's Technical Standards provide the detailed technical requirements and specifications necessary to implement multimodal infrastructure in both public and private development projects. Updated in 2023, these standards translate the County's policy commitments into concrete design parameters, offering guidance on the technical properties of pedestrian and bicycle facility design, as well as the processes involved in development review. By establishing clear, consistent requirements for transportation and drainage infrastructure, the Technical Standards ensure that the County's vision for safe, accessible, and connected pedestrian and bicycle networks is realized through proper engineering and design practices that meet established best practices and regulatory requirements.

ADA Transition Plan/ Title VI Plan (2018)

Advancing the County's commitment to accessibility and equity, the ADA Transition Plan systematically identifies and addresses barriers within the transportation network that limit access for people with disabilities. The plan evaluates existing facilities, guidelines, standards, policies, procedures, and practices to develop a roadmap for minimizing or eliminating accessibility barriers throughout unincorporated Bernalillo County.

Assessment findings revealed significant opportunities for improvement: of approximately 85 miles of pedestrian access routes evaluated, only 21 miles—roughly 25%—meet full ADA compliance, while just 205 of 1,007 curb ramps evaluated, approximately 20%, are fully compliant with accessibility standards. Complementing these efforts, the Title VI Plan establishes the policies, procedures, and practices the County employs to ensure nondiscriminatory access to transportation services and programs, reinforcing the principle that safe, accessible infrastructure must be available to all community members regardless of race, color, or national origin.

Comprehensive Plan Transportation Chapter (2024)

Recognizing the fundamental relationship between land use patterns and transportation outcomes, the County's Comprehensive Plan Transportation Chapter establishes a strategic framework that integrates transportation planning with development decisions to create more walkable, bikeable communities. Updated in 2024, the plan prioritizes centers and corridors development patterns while emphasizing

complete streets principles that support safe, convenient access for all users. The plan specifically directs that transit corridors and activity centers provide enhanced pedestrian and bicycle facilities connecting residents to essential destinations including transit stops, parks, open space, community centers, retail establishments, and employment hubs. This integrated approach places particular emphasis on underserved communities, where the need for improved multimodal facilities is most acute and where investments can simultaneously address longstanding safety concerns and environmental justice issues that have disproportionately affected vulnerable populations.

2045 Metropolitan Transportation Plan (2025)

Extending the County's planning framework to the regional scale, the Transitions 2045 Metropolitan Transportation Plan serves as the long-range transportation vision for the Albuquerque Metropolitan Planning Area (AMPA), providing a comprehensive 20-year roadmap for addressing the region's evolving mobility challenges. Updated in 2025 as required by federal statute, the MTP identifies critical transportation issues facing the metropolitan area—including congestion, safety concerns, and multimodal connectivity gaps—and presents coordinated strategies for addressing these challenges across jurisdictional boundaries. The plan's accompanying Long-Range Bikeways Map catalogs existing bicycle and trail facilities while identifying priority corridors for future investment, creating a unified vision for regional active transportation networks. Critically, the MTP's project list establishes federal funding eligibility for planned

improvements over the coming decades, making it an essential tool for securing resources to implement pedestrian and bicycle safety enhancements identified through both regional and local planning processes.

Regional Transportation Safety Action Plan (2024)

Culminating this comprehensive planning framework, the Regional Transportation Safety Action Plan represents the most recent and focused effort to address transportation safety through a holistic, data-driven approach that encompasses policy, education, engineering, and design strategies. Developed in 2024 through extensive public and agency engagement, the plan identifies evidence-based countermeasures proven to enhance pedestrian and bicyclist safety, including buffered and separated bike lanes, sidewalks, access management techniques, raised medians, raised crosswalks, curb extensions, pedestrian hybrid beacons, leading pedestrian intervals, enhanced pedestrian lighting, road diets, roundabouts, and automated speed enforcement. By establishing priority programs and projects informed by crash data analysis and community input, the Regional Safety Action Plan provides a strategic foundation that directly supports local jurisdictions, including Bernalillo County, in identifying high-priority locations for safety improvements and implementing targeted interventions that can measurably reduce serious injuries and fatalities among vulnerable road users.

3.2 DEMOGRAPHICS

This plan's demographic analysis examines population groups that may face disproportionate transportation barriers

attributable to systemic factors including historical patterns of underinvestment, constrained mobility options, linguistic diversity, economic disparities, variations in physical and cognitive abilities, and additional socioeconomic considerations. The analysis utilizes data from the American Community Survey (ACS) 2022 5-Year Estimates to assess the following demographic indicators:

- Racial and Ethnic Minority Population
- Youth (Population 14 and Under)
- Older Population (65 and Over)
- Poverty
- Foreign Born Population
- Population with Limited English Proficiency
- Workers Using an Alternative Mode of Transportation
- Households with More Workers than Vehicles Available

Demographic data are typically analyzed at the census tract level to facilitate granular examination of community characteristics and conditions. However, census tract boundaries do not correspond with the defined boundaries of the Community Areas within unincorporated Bernalillo County, necessitating the development of a methodology to assign tracts to their respective Community Areas. The analytical framework employed a two-stage process: first, census tracts containing 15% or more of Community Area land were provisionally assigned to that area; second, County staff reviewed these preliminary assignments through local knowledge and contextual understanding to verify the appropriateness of each tract's inclusion.

This selection of 2020 census tracts represents the Community Areas in the demographic and equity analysis described on the following pages.

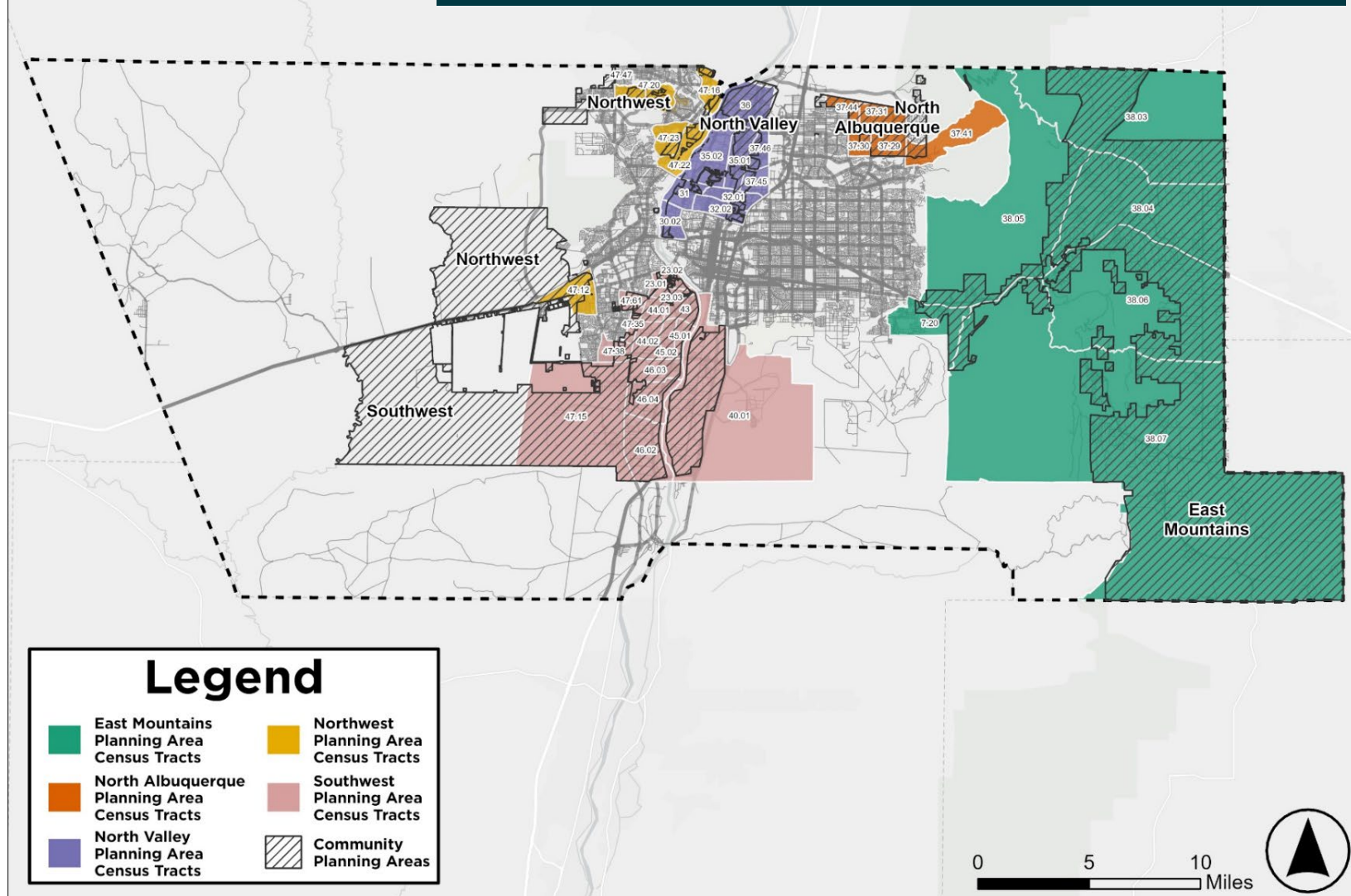


Figure 8. Community Areas Associated Census Tracts

Racial and Ethnic Minority Population

Minority Population Compared to Total Population

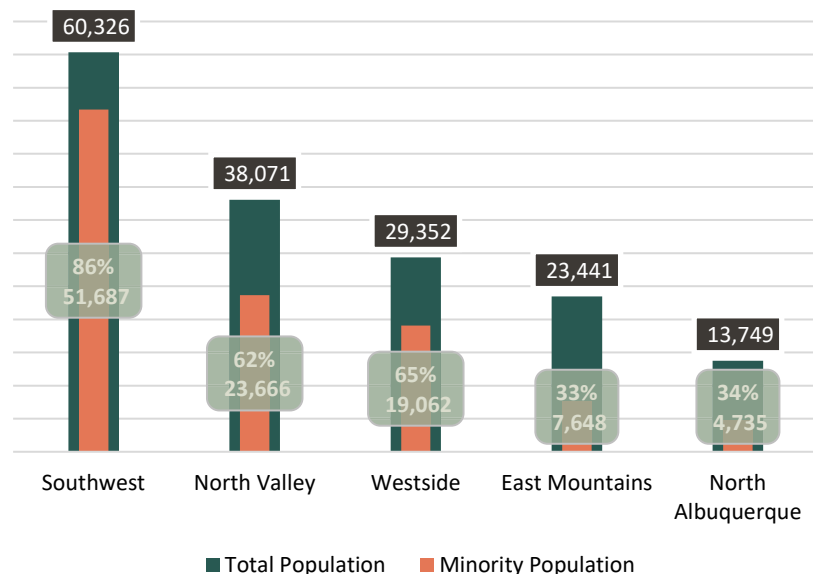


Figure 9. Total Population and Minority Population

Figure 9 presents a comparative analysis of minority and total populations across Community Areas. For the purposes of this analysis, minority population is defined as all individuals identifying as Hispanic or Latino, as well as non-Hispanic individuals of all races other than White Alone.

The Southwest Community Area exhibits both the largest total population (60,326 residents) and the highest proportion of minority residents (86%). The North Valley (62%) and Westside (65%) Community Areas similarly demonstrate

majority-minority demographic compositions. In contrast, the East Mountains (33%) and North Albuquerque (34%) Community Areas show substantially lower minority concentrations. These demographic distributions highlight critical equity considerations for transportation safety planning: investments prioritized in the Southwest, North Valley, and Westside Community Areas would directly address longstanding disparities by directing resources to the County's most demographically diverse populations and communities that have historically experienced disproportionate gaps in transportation infrastructure, service provision, and safety outcomes.

Youth Population (14 and under)

Percent of Youth Population (14 and Under)

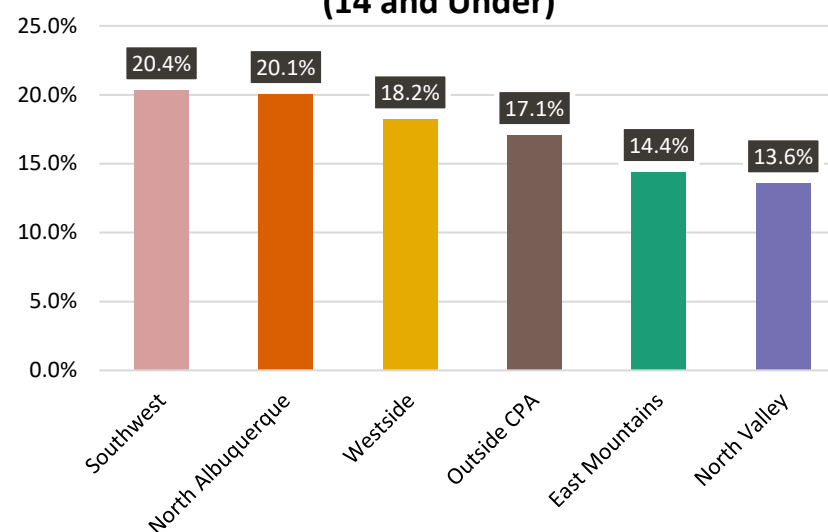


Figure 10. Youth Population

This age demographic is essential in transportation planning because children depend on safe walkable neighborhoods because they cannot drive. Planning for their multi-modal mobility enhances independence and safety for recreation and exercise in addition to transportation access to school and other destinations.

Figure 10 illustrates that Southwest, North Albuquerque, and Westside have the highest percentage of youth population compared to the rest of the Community Areas. Additionally, these communities have a higher ratio than the rest of the county.

Older Population (65 and over)

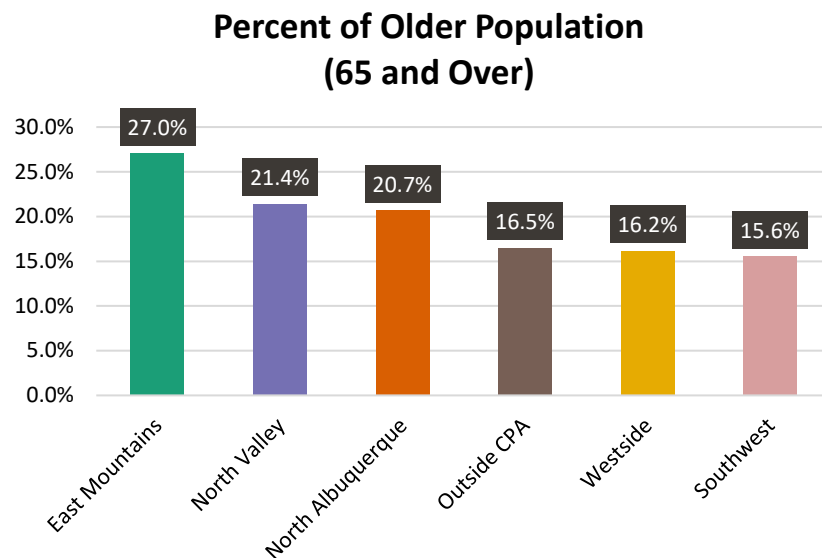


Figure 11. Older Populations

Older adults may experience age-related physical or cognitive changes that affect their ability to operate personal vehicles, resulting in increased dependence on accessible public transportation and pedestrian infrastructure to maintain mobility, independence, and community engagement. This demographic also exhibits higher rates of mobility assistive device usage, including wheelchairs and walkers, underscoring the critical importance of ADA-compliant sidewalk infrastructure and curb ramps to ensure safe and equitable access to the transportation network.

Figure 11 identifies the East Mountains, North Valley, and North Albuquerque Community Areas as having the highest concentrations of older adult populations, with proportions exceeding the countywide average. These geographic concentrations indicate priority areas for accessibility improvements and age-friendly infrastructure investments.

Population Below 100% of Poverty Level

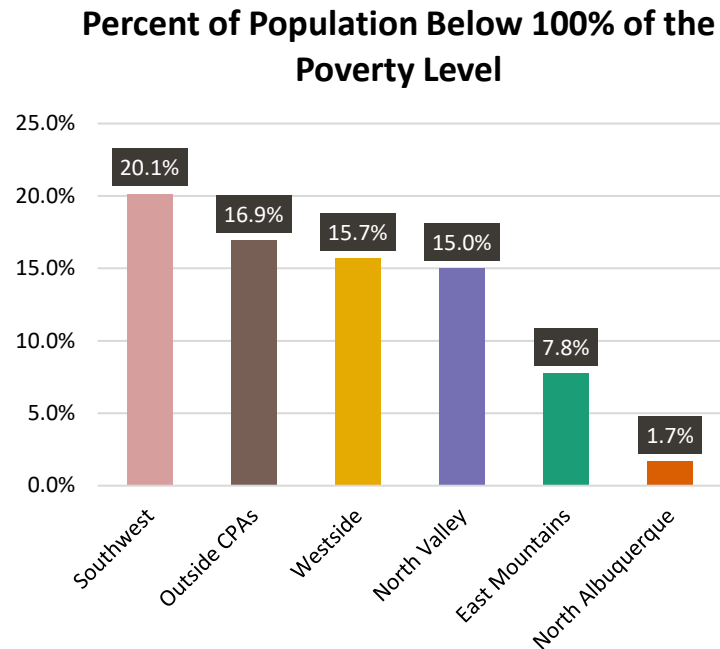


Figure 12. Population Below 100% of Poverty

Low-income individuals often lack access to private vehicles and depend on affordable public transit. Focusing on their communities reduces economic inequality and ensures access to jobs and services.

Poverty status is measured using thresholds established by the government to define the minimum income needed to meet basic needs based on household size. If a household's income is below the poverty threshold, they are living below 100% of the poverty level. **Figure 12** shows these statistics across the Community Areas.

Population Below 100-150% of Poverty Level

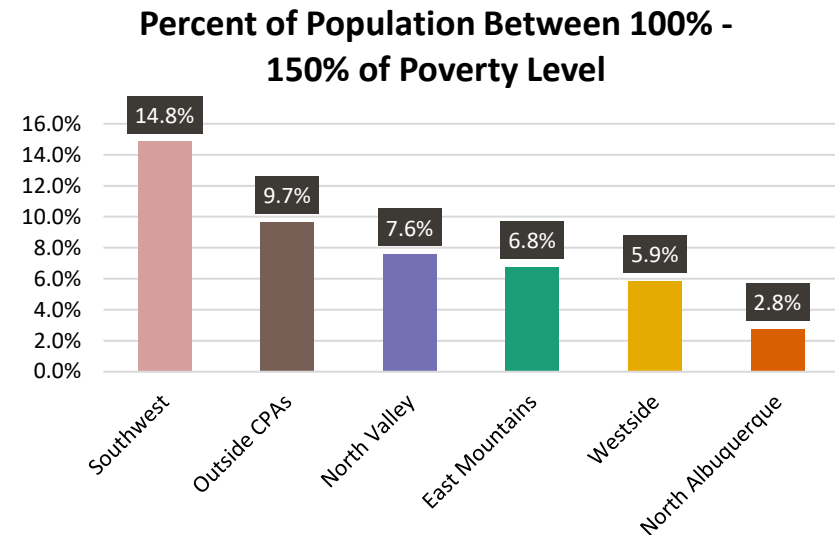


Figure 13. Population 100-150% Below Poverty

Households with incomes between 100% and 150% of the federal poverty level remain remarkably close to the poverty line. **Figure 13** displays this economic classification, which is analyzed alongside households below 100% poverty to acknowledge that transportation costs burden households across a range of income levels.

Southwest and Northwest Community Areas show the highest concentrations of residents in this vulnerable economic range, underscoring the critical need to prioritize safety improvements for residents facing economic challenges.

Foreign-Born Population

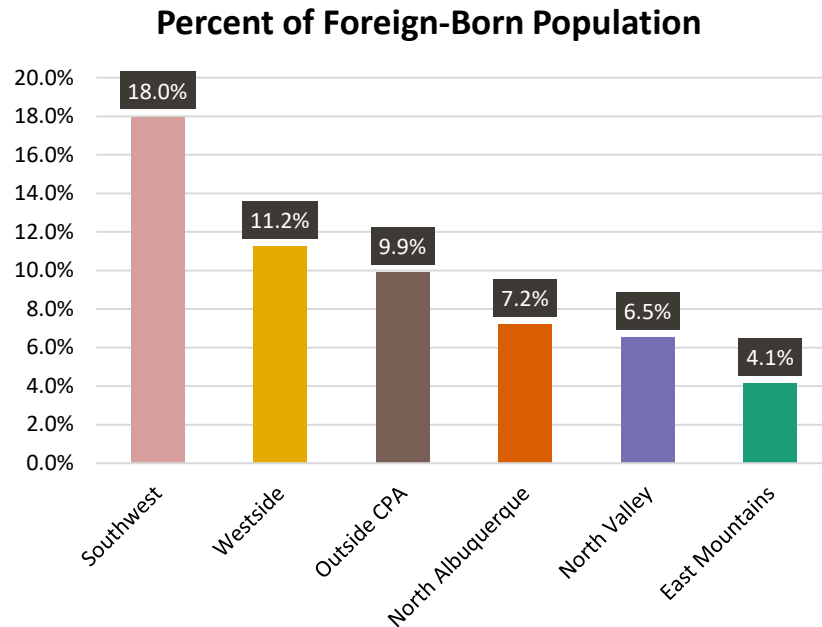


Figure 14. Foreign-Born Population

Individuals born outside the US may live in areas with inadequate transportation infrastructure or lack familiarity with local systems. Inclusive planning reduces isolation and supports community integration.

Figure 14 demonstrates that Southwest has a significantly higher rate of foreign-born individuals than the other planning areas, indicating a need for different outreach and engagement geared toward the immigrant population.

Population with Limited English Proficiency

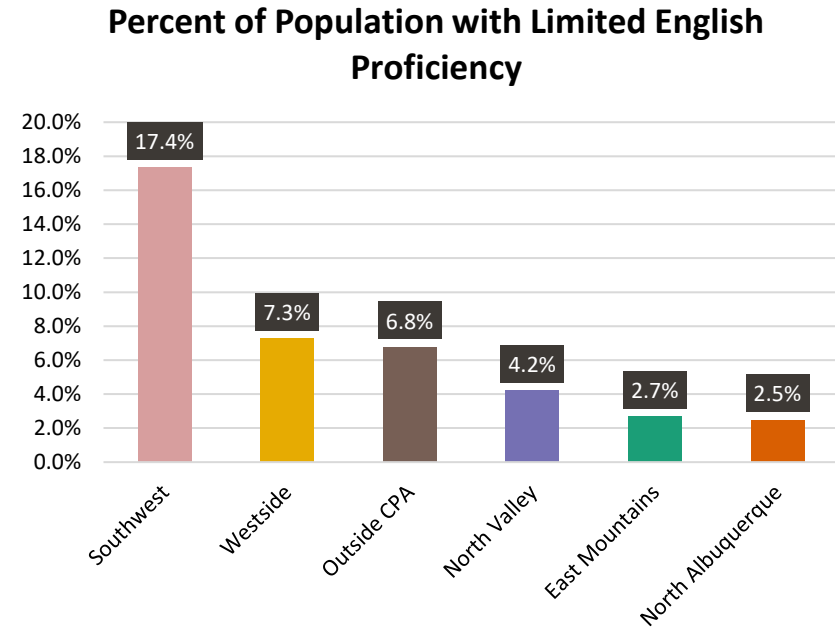


Figure 15. Population with Limited English Proficiency

Regarding the foreign-born demographic, limited English comprehension can make navigating transportation systems difficult. Multilingual signage, clear maps and diagrams, and options to locate translations online or to connect with someone who can help support inclusivity and usability.

Similar to the statistics on the foreign-born population, Figure 15 shows that Southwest Community Area has a much higher percentage of individuals with limited English proficiency. This indicates the need to design a transportation network that can be understood and navigated by a range of comprehension.

Workers Using Alternative Modes of Transportation

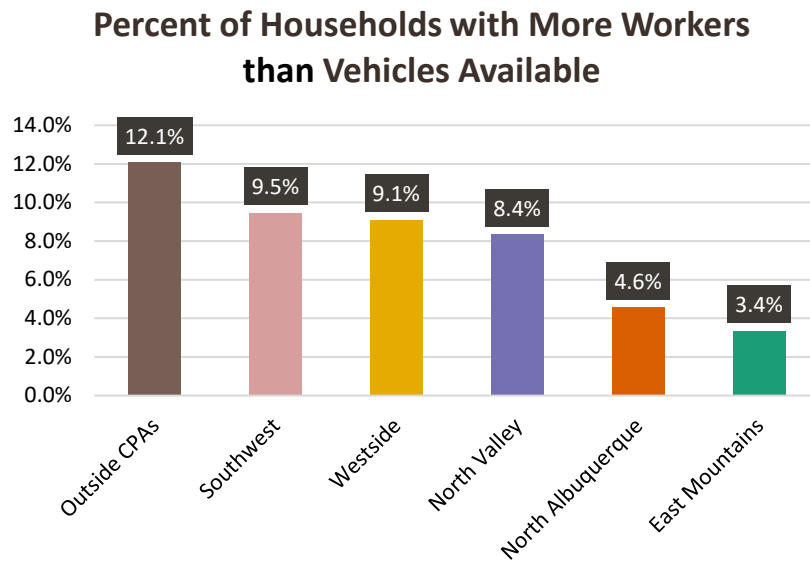


Figure 16. Percent of Households with More Workers than Vehicles Available

Enhancing public transit and shared mobility options ensures access to work and education. Households analyzed include zero-vehicle households and households with fewer vehicles than workers.

Figure 16 represents households where individuals need to travel by alternative modes, carpool or work from home. In the more urban areas, it is more likely for households to have fewer vehicles than workers.

Households with More Workers than Vehicles Available

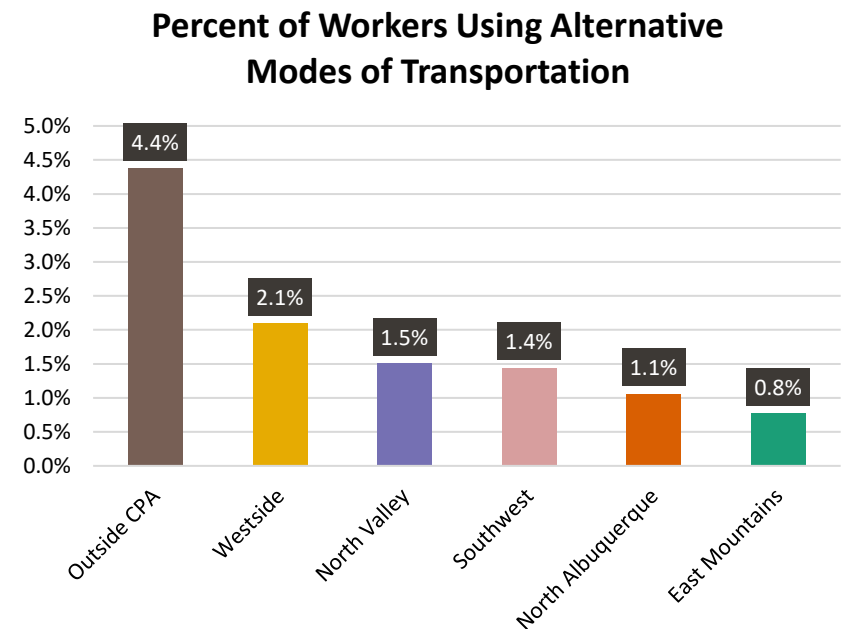


Figure 17. Percent of Workers Using Alternative Modes of Transportation

This population group likely faces limited mobility and scheduling conflicts. Enhancing public transit and shared mobility options ensures access to work and education. Households analyzed include zero-vehicle households and households with fewer vehicles than workers.

Figure 17 represents individuals who take alternative modes of transportation to work this includes walking, bicycling and taking the bus or train.

3.3 PRIORITIZING EQUITY

The United States Department of Transportation (USDOT) has recently, and for the first time, prioritized equity in transportation by focusing on affected communities, as a result of federal directives on racial equity and climate justice in infrastructure investment.

Federal policy has emphasized targeting investments to disadvantaged communities that have been historically marginalized, underserved, and overburdened by pollution. For transportation planning, this directive creates both opportunities and obligations to address long-standing inequities in infrastructure development and accessibility.

The Climate & Economic Justice Screening Tool (CEJST) developed specifically by the federal government, provides data-driven identification of disadvantaged communities using environmental and socioeconomic indicators. Using 2010 Census Tract geographies, CEJST examines eight critical categories of burden:

1. Climate Change - Evaluates factors such as wildfire risk, flooding risk, and other climate vulnerabilities that affect transportation resilience
2. Energy - Considers energy cost burden and future energy development needs
3. Health - Assesses health outcomes that may be influenced by transportation access, including factors like asthma rates and life expectancy

4. Housing - Examines housing burden, including transportation costs as a percentage of household income
5. Legacy Pollution - Identifies areas with historical environmental contamination that may affect infrastructure development
6. Transportation - Measures access to critical services, commute times, and transportation reliability
7. Water and Wastewater - Evaluates infrastructure needs that may coincide with transportation improvements
8. Workforce Development - Considers access to employment opportunities and job training

A census tract must exceed thresholds in both environmental/climate burdens and socioeconomic indicators to be classified as disadvantaged. This dual qualification ensures that the tool identifies communities facing multiple, compounding challenges.

Analysis of Bernalillo County's Community Areas through CEJST reveals significant disparities. The Southwest Community Area contains the highest concentration of disadvantaged census tracts, reflecting historical patterns of disinvestment and environmental burden. The North Valley also shows clusters of disadvantaged tracts, particularly in areas with limited transportation options and higher environmental concerns.

These findings have direct implications for the Pedestrian and Bicycle Safety Action Plan's implementation:

- **Project Prioritization:** Projects serving disadvantaged communities receive additional weight in the prioritization framework, helping direct resources to areas of greatest need.
- **Funding Strategy:** Disadvantaged community designation makes these areas eligible for certain federal funding streams with equity priorities, potentially accelerating project implementation.
- **Infrastructure Design:** Projects in disadvantaged communities incorporate additional features to address identified burdens, such as enhanced cooling elements in high urban heat areas or flood-resistant design in climate-vulnerable zones.
- **Community Engagement:** Disadvantaged community designation triggers enhanced engagement requirements, ensuring meaningful participation in project development.

Environmental justice principles provide both a moral imperative and practical guidance for creating more equitable transportation outcomes. By identifying specific areas of need and establishing clear benefit targets, it helps ensure that historically marginalized communities receive appropriate consideration in infrastructure investment decisions.

To maximize the impact of equity-focused investments on pedestrian and bicycle safety improvements, Bernalillo County will:

- Monitor federal funding opportunities specifically targeting disadvantaged communities
- Track and report benefits flowing to disadvantaged communities from implemented projects

- Coordinate with other agencies to leverage complementary investments in disadvantaged areas
- Maintain ongoing dialogue with affected communities to ensure investments meet local needs
- Regular reassessment of community needs as new data becomes available through CEJST and other federal screening tool updates

This approach ensures that equity remains central to the plan's implementation while providing concrete metrics for measuring progress toward more equitable outcomes.

Figure 18 illustrates the CEJST findings across Bernalillo County, identifying census tracts as either disadvantaged or not disadvantaged based on environmental and socioeconomic criteria. The map highlights census tracts associated with the Community Areas to provide targeted analysis of these regions. Because census tract boundaries do not perfectly align with Community Area boundaries, tracts were carefully selected based on both geographic overlap (minimum 15% of tract area within a Community Area) and community characteristics to ensure the most accurate representation of each planning area's demographic and environmental conditions.

The resulting analysis provides crucial insight into which areas of unincorporated Bernalillo County face the greatest barriers to transportation access and environmental quality, helping guide equitable infrastructure investment decisions.

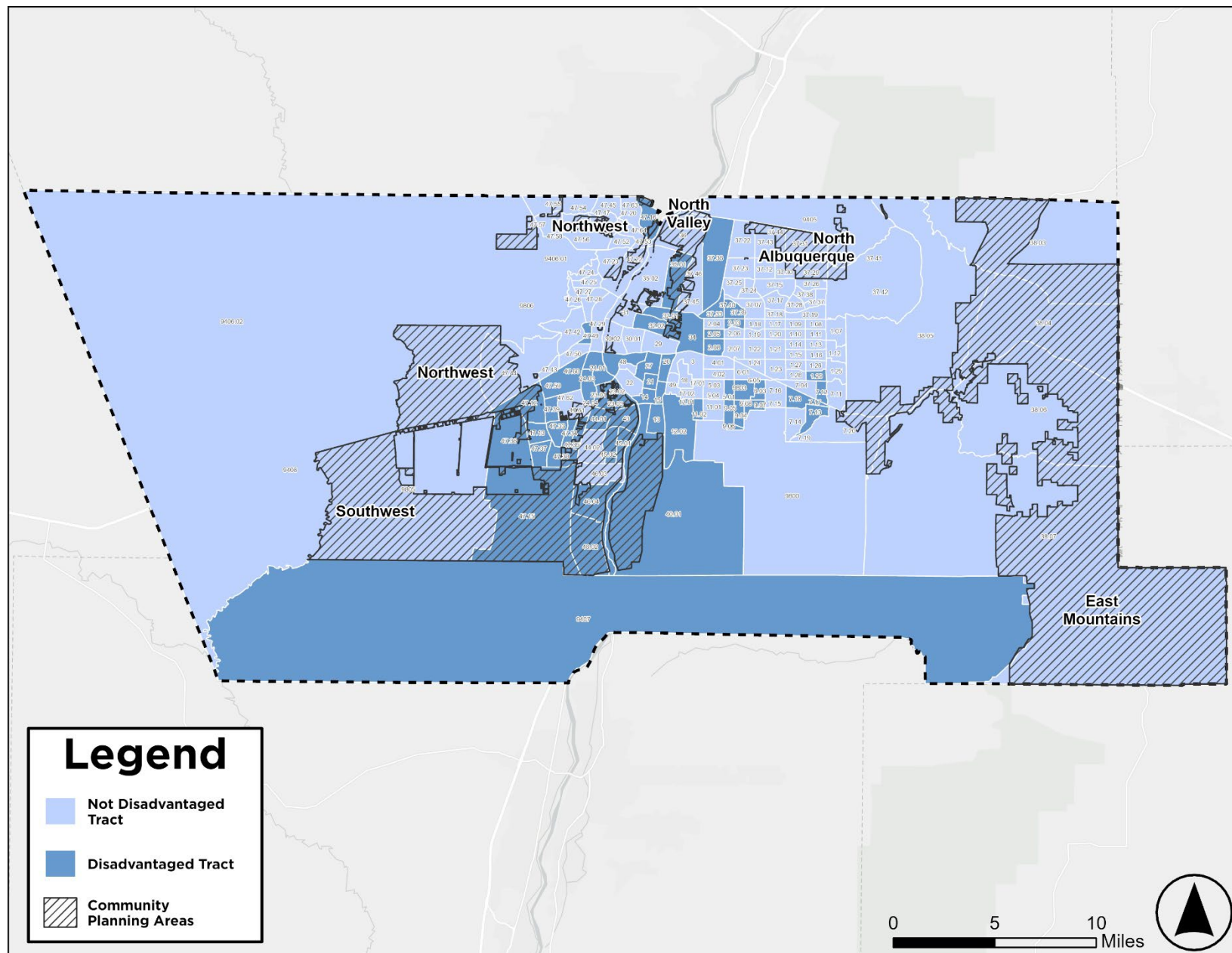


Figure 18. Equity Analysis Map

3.4 TRANSPORTATION INSECURITY

The USDOT Equitable Transportation Community (ETC) Explorer is another federal tool that uses 2020 census tracts and multiple datasets to understand transportation disadvantages in communities. It is a complementary tool to the CJEST resource, offering more profound insight into transportation inequalities.

The conclusive statement of a tract's status of transportation insecurity (i.e., the tract is insecure, or not insecure) is a cumulative score of three components of transportation burdens: access, cost, and safety. The threshold for transportation insecurity is measured using percentile rankings based on national datasets where 65% or higher indicates a high level of insecurity.

The components that define the status of insecurity use measurements of different variables listed in the graphic below.

ETC Data Guide provides the sourcing, variables, and calculations for each transportation component.

Percentile ranking is a statistical measure that indicates the relative standing of a value within a dataset, i.e., how the census tract compares to the rest of the nation. The percentile rank indicates the percentage of values in the dataset that are equal to or below a given value. For example, if a census tract scores within the 65.0-99.9 Percentile, it means that 65%-99% of the other census tracts in the national dataset are at or below that tract's score. This tract experiences more transportation disadvantages than the rest of the nation. To

understand the maps and scores simply, the higher the score, the more burdened the tract.

Transportation insecurity affects residents of unincorporated Bernalillo County through all three key dimensions: access, cost, and safety. These factors create particular challenges for low-income households, communities of color, and residents in more remote areas of the county.

1. Access Challenges: The dispersed nature of unincorporated Bernalillo County creates significant transportation access barriers. Many residents face extended commute times to reach employment centers in Albuquerque, with some areas having limited or no public transit service. The average walk time to points of interest often exceeds reasonable thresholds for pedestrian accessibility, particularly in areas lacking sidewalk infrastructure. This creates forced car dependency for many households, even when vehicle ownership presents a financial burden.
2. Cost Burden: Transportation costs disproportionately impact vulnerable communities in several ways:
 - Auto financing: Residents in unincorporated areas often face higher interest rates on vehicle loans due to limited banking options and credit access
 - Fuel costs: Longer commute distances to employment centers result in higher fuel expenses
 - Vehicle maintenance: Unpaved roads and rough conditions in rural areas accelerate vehicle wear
 - Insurance costs: Higher rates are often charged for addresses in unincorporated areas

- Time costs: Extended commute times reduce hours available for work or family
3. Safety Concerns: The lack of dedicated bicycle and pedestrian infrastructure in many unincorporated areas creates serious safety risks:
- Limited lighting on rural roads
 - Absence of shoulders or sidewalks for walking
 - High-speed traffic on county roads
 - Poor connectivity between residential areas and destinations
 - Limited crossing opportunities on major arterials

Figure 20 illustrates Bernalillo County's census tracts as transportation insecure and not insecure. This analysis demonstrates that the majority of the Community Area tracts are transportation insecure. The individuals within these tracts are statistically unable to access regular, reliable, and safe transportation to meet the essential needs of their daily lives.

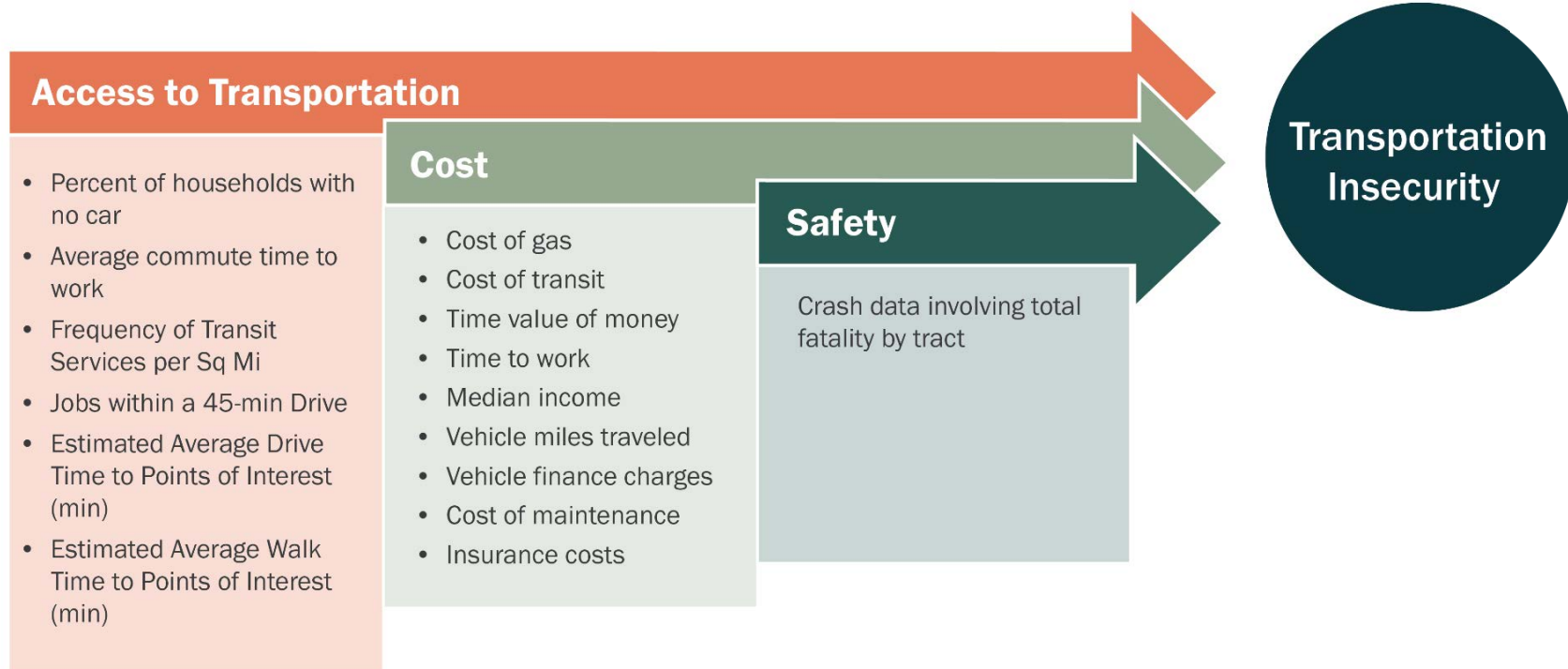


Figure 19. Transportation Insecurity Factors

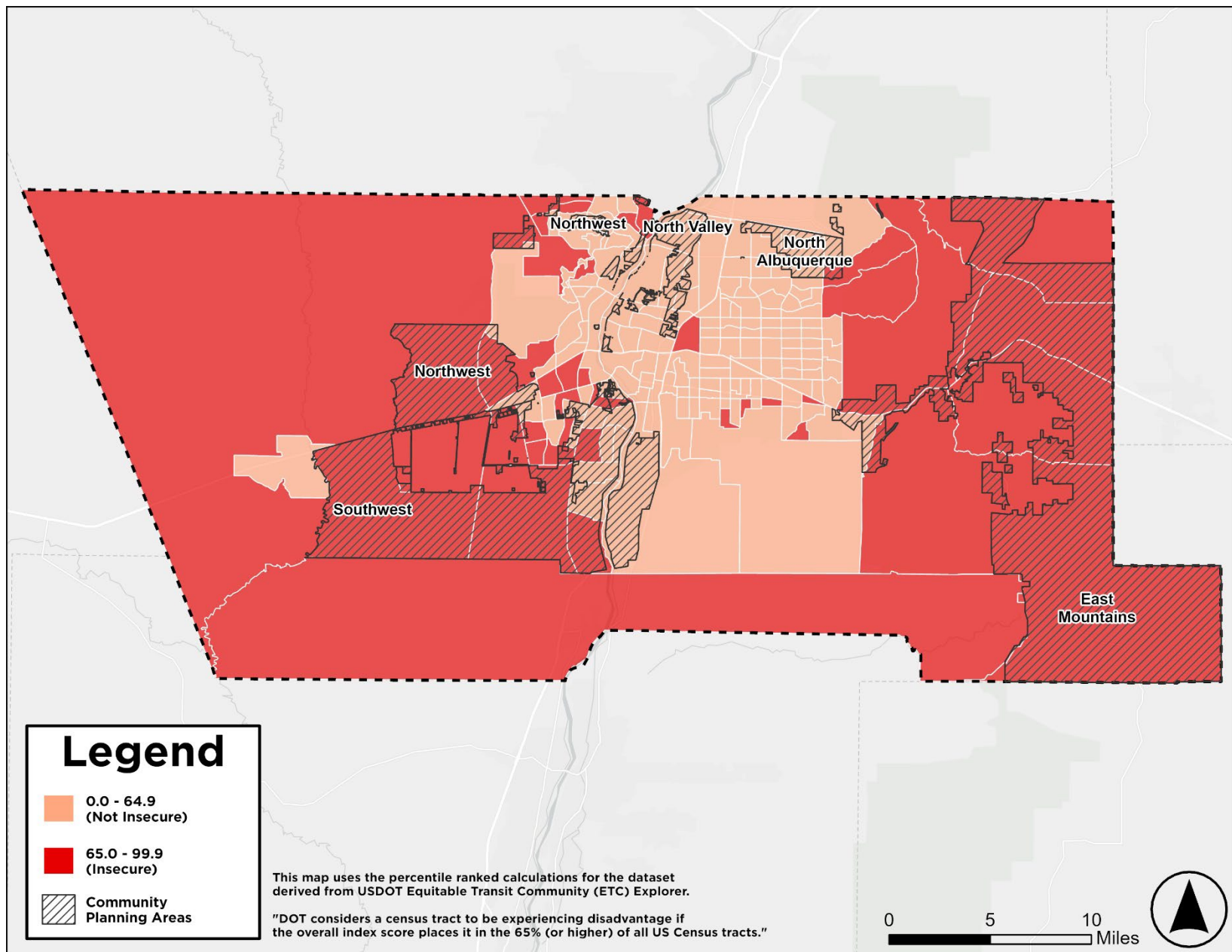


Figure 20. Transportation Insecurity Map

3.5 DETAILED INVENTORY OF UNINCORPORATED COUNTY

The detailed inventory of the unincorporated County includes both existing and proposed facilities across each of the County Community Areas.

Pedestrian and Bicycle Network Facilities

County-Wide Facilities Inventory

The following inventory provides a county-wide overview of pedestrian and bicyclist facilities, as well as the traffic calming and safety infrastructure currently maintained by Bernalillo County. Table 7 shows that Bernalillo County maintains 35.72 miles of multi-use trails, 84.84 miles of sidewalks, and 38.53 miles of bikeways.

In addition, the County has proposed 28.69 miles of multi-use trails, 81.77 miles of sidewalks, and 83.93 miles of bikeways across all of the Community Areas.

The following section breaks down pedestrian and bicyclist facilities, traffic calming devices, and flashers by Community Areas and provides maps to show specific locations of this infrastructure.

Table 7. County-Wide Pedestrian and Bicyclist Facilities Inventory

	Multi-Use Trails	Sidewalks	Bikeways
Existing Distance	35.72 Miles	84.84 Miles	38.53 Miles
Proposed Distance	28.69 Miles	81.77 Miles	83.93 Miles

East Mountains Community Area Facilities Inventory

The East Mountains Community Area contains the longest total distance of county-maintained roads, totaling 310.65 miles, yet features a relatively limited supply of pedestrian and bicyclist infrastructure. Table 8 shows that the area contains 7.75 miles of multi-use trails, 0.78 miles of sidewalks, and 0 miles of bikeways amounting to just over 8 miles of facilities. These are primarily concentrated along NM Highway 14 and Frost Road, with sidewalk segments located within the Village of Tijeras. In the southern parts of the Community Area, there are little to no facilities.

While there are only approximately 8 miles of existing pedestrian and bicyclist facilities in the East Mountains Community Area, the County has proposed an addition of 2.36 miles of multi-use trails and 26.05 miles of bikeways. In total, these proposed facilities would increase the total distance of pedestrian and bicyclist facilities to over 36 miles.

Figure 21 shows the locations of pedestrian and bicyclist infrastructure in the East Mountains Community Area.

Table 8. East Mountains Community Area Pedestrian and Bicyclist Facilities Inventory

	Multi-Use Trails	Sidewalks	Bikeways
Existing Distance	7.75 Miles	0.78 Miles	0 Miles
Proposed Distance	2.36 Miles	0 Miles	26.05 Miles

North Albuquerque Community Area Facilities Inventory

The North Albuquerque Community Area has over 22 miles of pedestrian and bicyclist infrastructure. As shown in Table 9, this includes 6.67 miles of multi-use trails, 10.48 miles of sidewalks, and 5.20 miles of bikeways. These facilities are primarily concentrated along major corridors such as Tramway Boulevard, Eubank Boulevard and Paseo Del Norte Boulevard. However, many residential streets lack sidewalks or bikeways, limiting internal connectivity and access to the major corridors.

In addition, the County proposed an additional 4.19 miles of multi-use trails, 5.96 miles of sidewalks, and 2.68 miles of bikeways in the North Albuquerque Community Area.

Figure 22 shows the locations of pedestrian and bicyclist infrastructure in the North Albuquerque Community Area.

Table 9. North Albuquerque Community Area Pedestrian and Bicyclist Facilities Inventory

	Multi-Use Trails	Sidewalks	Bikeways
Existing Distance	6.67 Miles	10.48 Miles	5.20 Miles
Proposed Distance	4.19 Miles	5.96 Miles	2.68 Miles

North Valley Community Area Facilities Inventory

The North Valley Community Area contains more than 25 miles of pedestrian and bicyclist infrastructure. As shown in Table 10, this includes 6.07 miles of multi-use trails, 16.04 miles of sidewalks, and 4.18 miles of bikeways. These

facilities are primarily located along major roads such as Alameda Boulevard, 2nd Street, Montano Road, and Edith Boulevard. While these routes support movement along key corridors, most residential streets lack any form of pedestrian and bicyclist infrastructure, limiting accessibility and connectivity. This is especially evident in the southern portion of the planning area, where network continuity is poor.

In addition, to the existing facilities in the North Valley Community Area, the County proposed 2.33 miles of sidewalks, 8.31 miles of sidewalks, and 10.93 miles of bikeways.

Figure 23 shows the locations of pedestrian and bicyclist infrastructure in the North Valley Community Area.

Table 10. North Valley Community Area Pedestrian and Bicyclist Facilities Inventory

	Multi-Use Trails	Sidewalks	Bikeways
Existing Distance	6.07 Miles	16.04 Miles	4.18 Miles
Proposed Distance	2.33 Miles	8.31 Miles	10.93 Miles

Northwest Community Area Facilities Inventory

The Northwest Community Area has the shortest total distance of county-maintained roads among all planning areas, totaling just 42.05 miles, yet it features a relatively high concentration of pedestrian and bicyclist infrastructure. As shown in Table 11, the area includes 1.71 miles of multi-use trails, 14.55 miles of sidewalks, and 5.21 miles of bikeways.

These are primarily located within the Paradise Hills neighborhood, where sidewalks are distributed throughout many residential streets and bikeways run along Paradise Boulevard, Unser Boulevard, and Golf Course Road. Outside of Paradise Hills, pedestrian and bicyclist infrastructure is more limited.

In addition, the County proposed 0.66 miles of sidewalks in the Northwest Community Area.

Figure 24 shows the locations of pedestrian and bicyclist infrastructure in the Northwest Community Area.

Table 11. Northwest Community Area Pedestrian and Bicyclist Facilities Inventory

	Multi-Use Trails	Sidewalks	Bikeways
Existing Distance	1.71 Miles	14.55 Miles	5.21 Miles
Proposed Distance	0 Miles	0.66 Miles	0 Miles

Southwest Community Area Facilities Inventory

The Southwest Community Area contains the most extensive pedestrian and bicyclist infrastructure network of all the planning areas, totaling more than 80 miles. As shown in Table 12, this includes 13.52 miles of multi-use trails, 43.00 miles of sidewalks, and 23.94 miles of bikeways. Key multi-use trails in the area include the Bosque Trail, Chris Chavez Trail, Valle De Oro Trail, and Woodward Road Trail. Sidewalks and bikeways are primarily located along major corridors such as Bridge Boulevard, Isleta Boulevard, Goff

Boulevard, and Coors Boulevard. However, despite the overall length of the network, connectivity remains a challenge. Facilities along main roads are often discontinuous, and where infrastructure does exist, it may be limited in accessibility. Many residential streets lack formal pedestrian and bicyclist infrastructure, leading to many residents to rely on informal paths along acequias for local travel.

In addition to the extensive existing network of pedestrian and bicyclist facilities in the Southwest Community Area, the County proposed 19.81 miles of multi-use trails, 66.85 miles of sidewalks, and 44.26 miles of bikeways.

Figures 25, 26, 27, 28, 29, 30, 31, and 30 show the locations of pedestrian and bicyclist infrastructure in the Southwest Community Area.

Table 12. Southwest Community Area Pedestrian and Bicyclist Facilities Inventory

	Multi-Use Trails	Sidewalks	Bikeways
Existing Distance	13.52 Miles	43.00 Miles	23.94 Miles
Proposed Distance	19.81 Miles	66.85 Miles	44.26 Miles

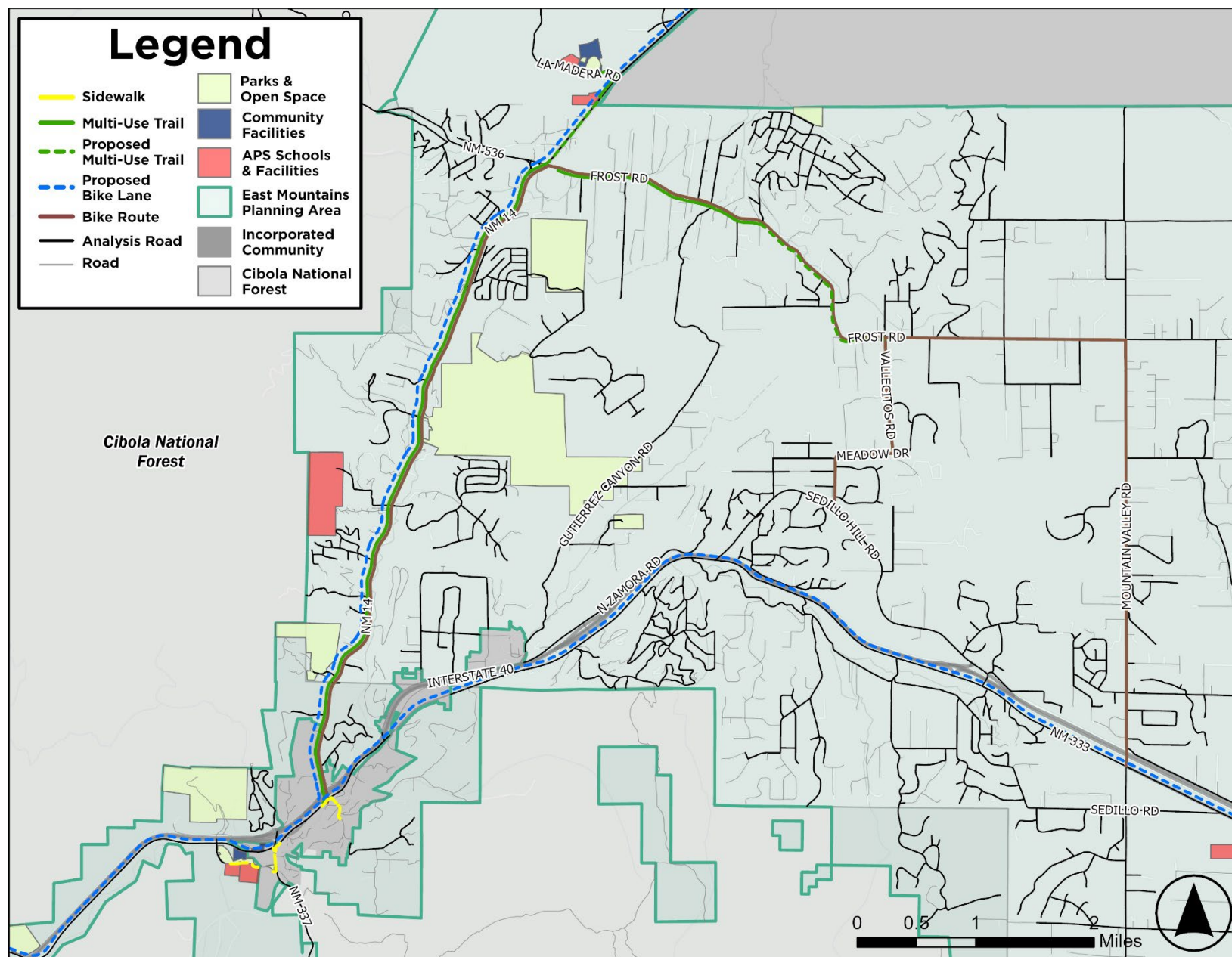


Figure 21. East Mountains Pedestrian and Bicyclist Facilities Map

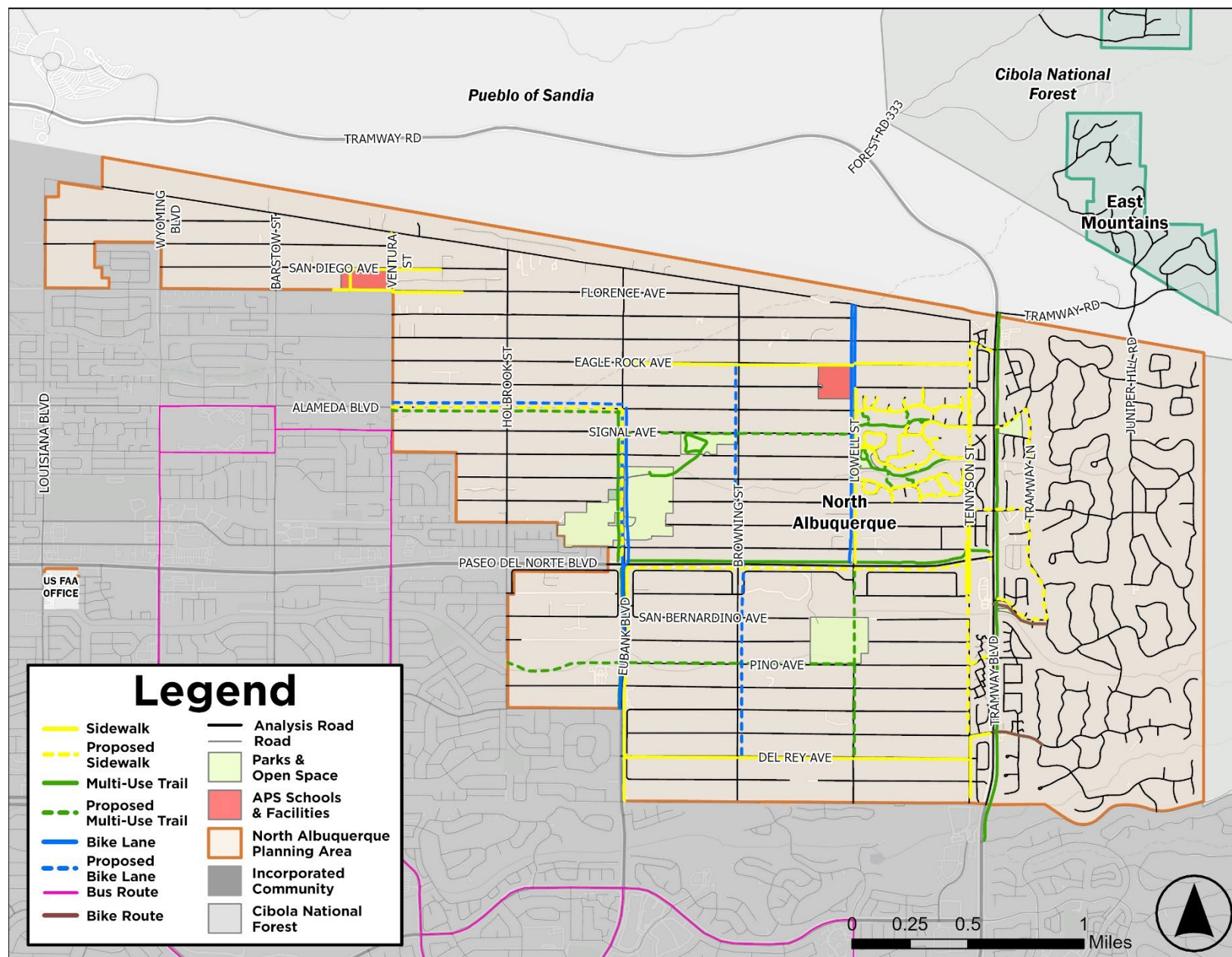


Figure 22. North Albuquerque Pedestrian and Bicyclist Facilities Map

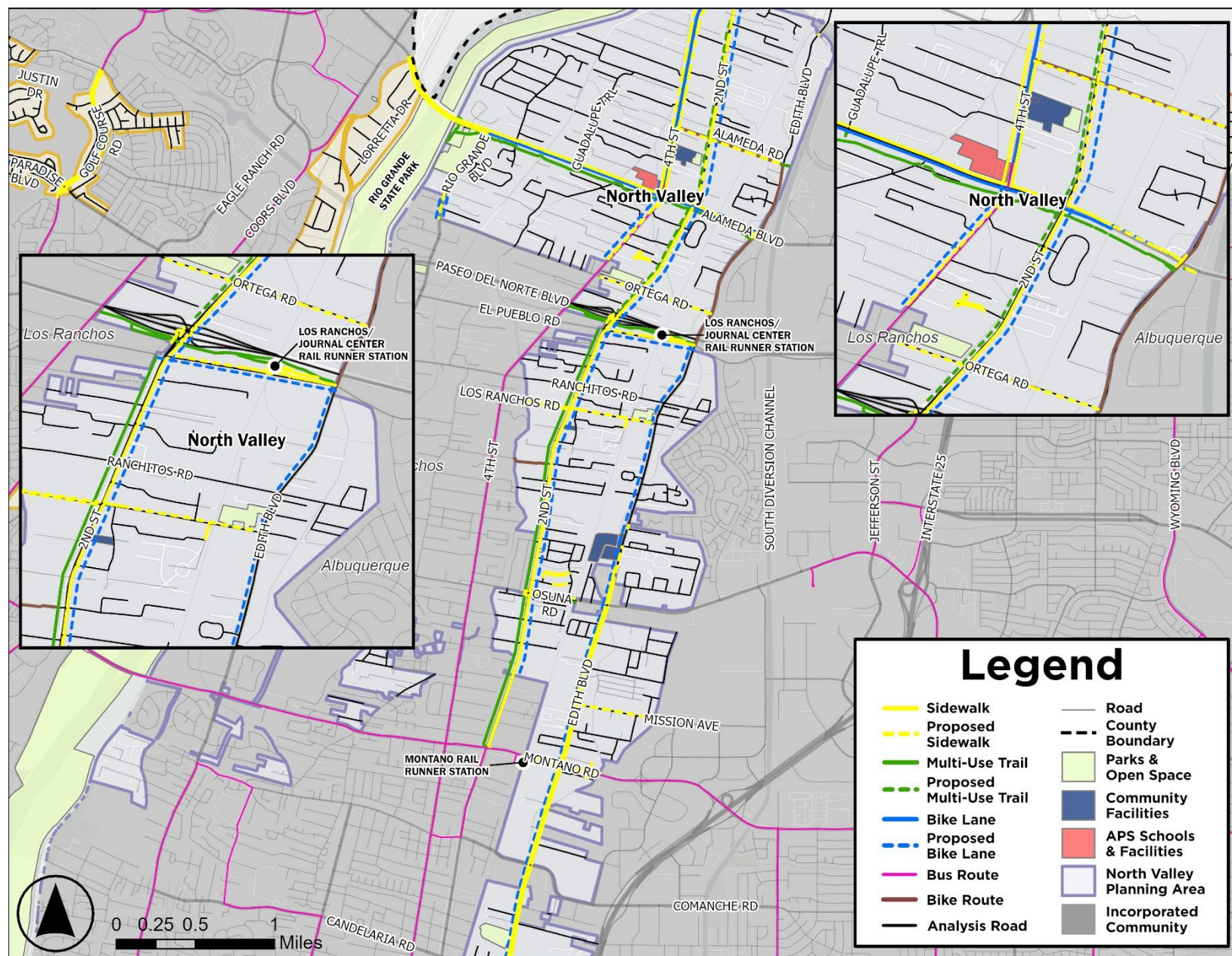


Figure 23. North Albuquerque Pedestrian and Bicyclist Facilities Map

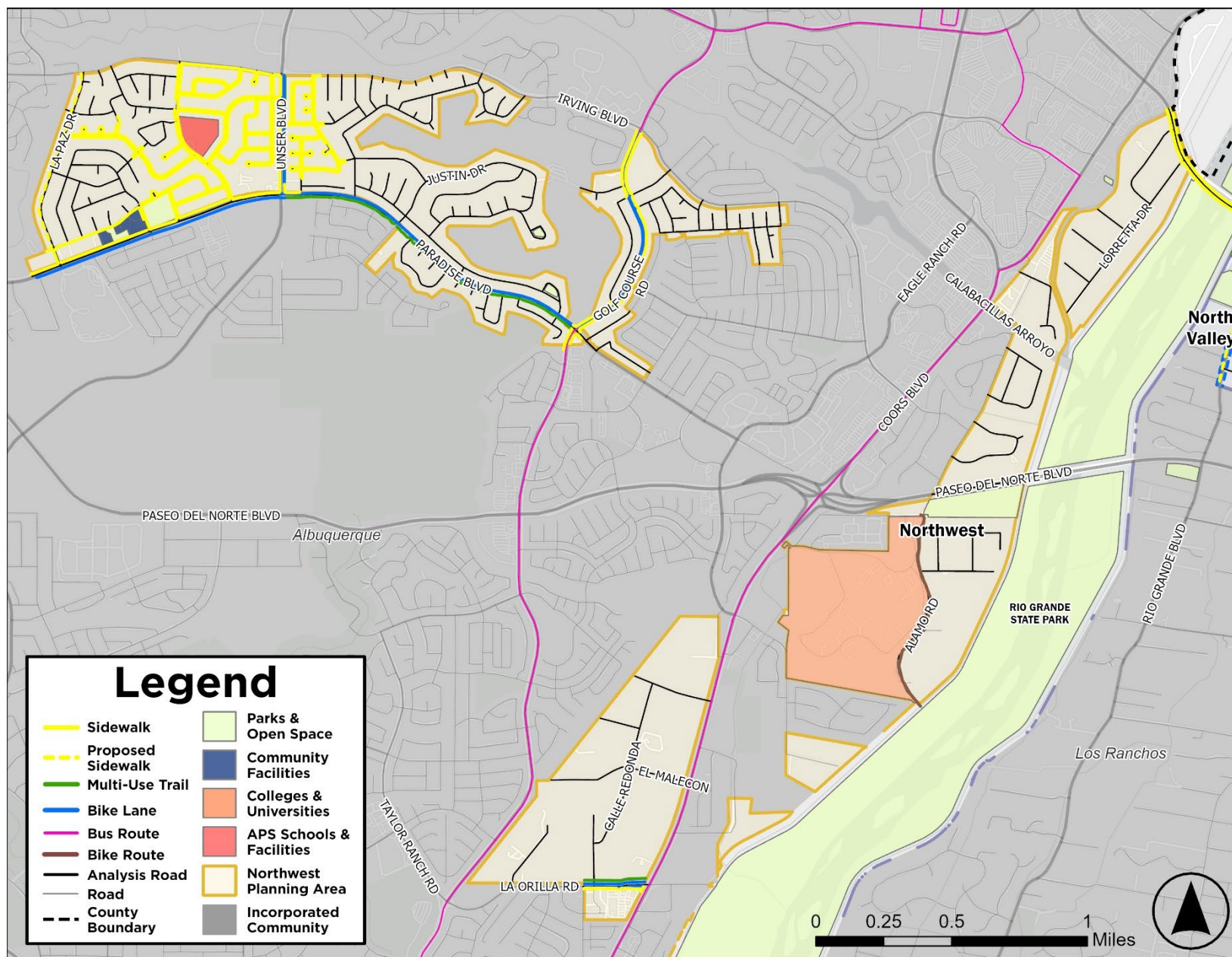


Figure 24. Northwest Pedestrian and Bicyclist Facilities Map

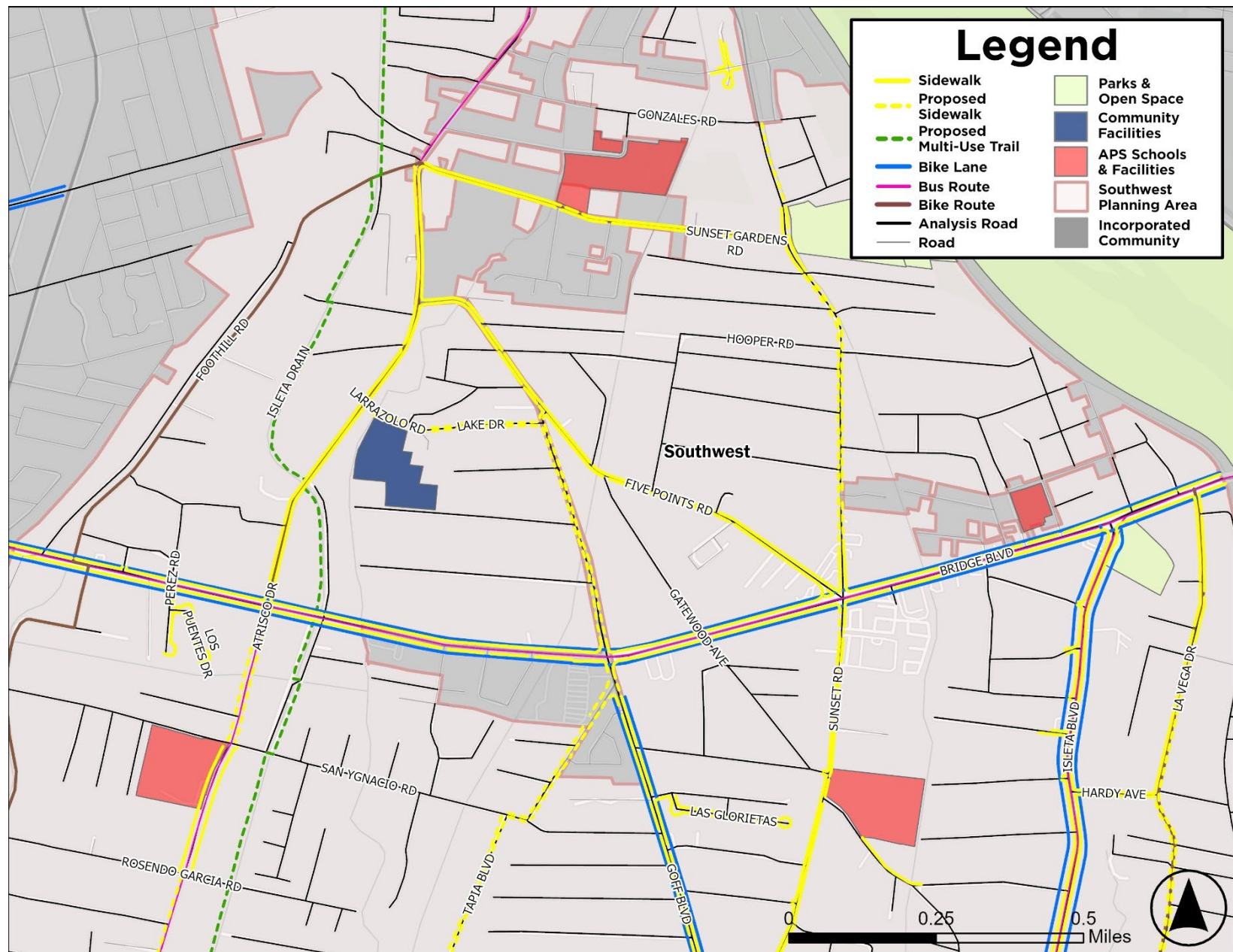


Figure 25. Southwest Pedestrian and Bicyclist Facilities Map #1

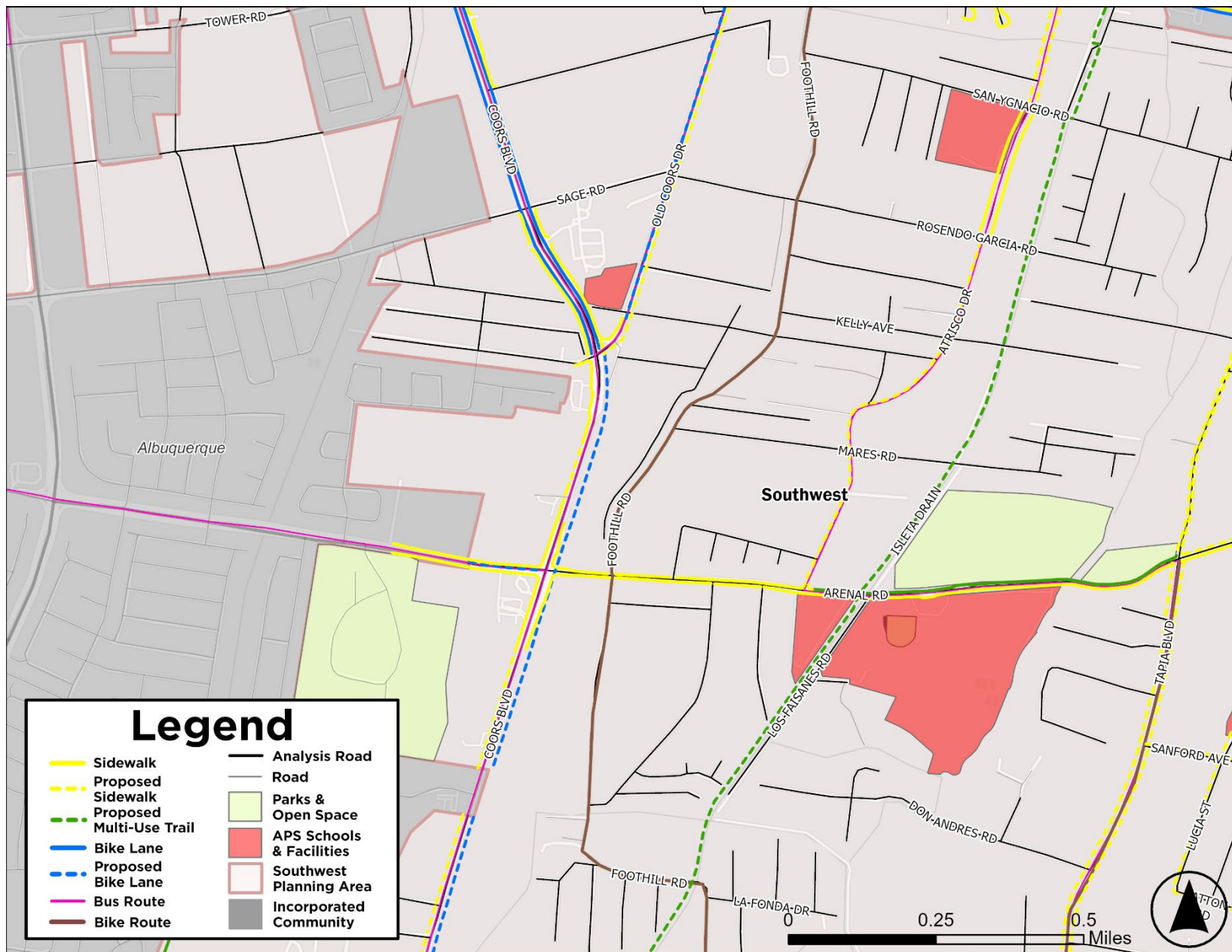


Figure 26. Southwest Pedestrian and Bicyclist Facilities Map #2

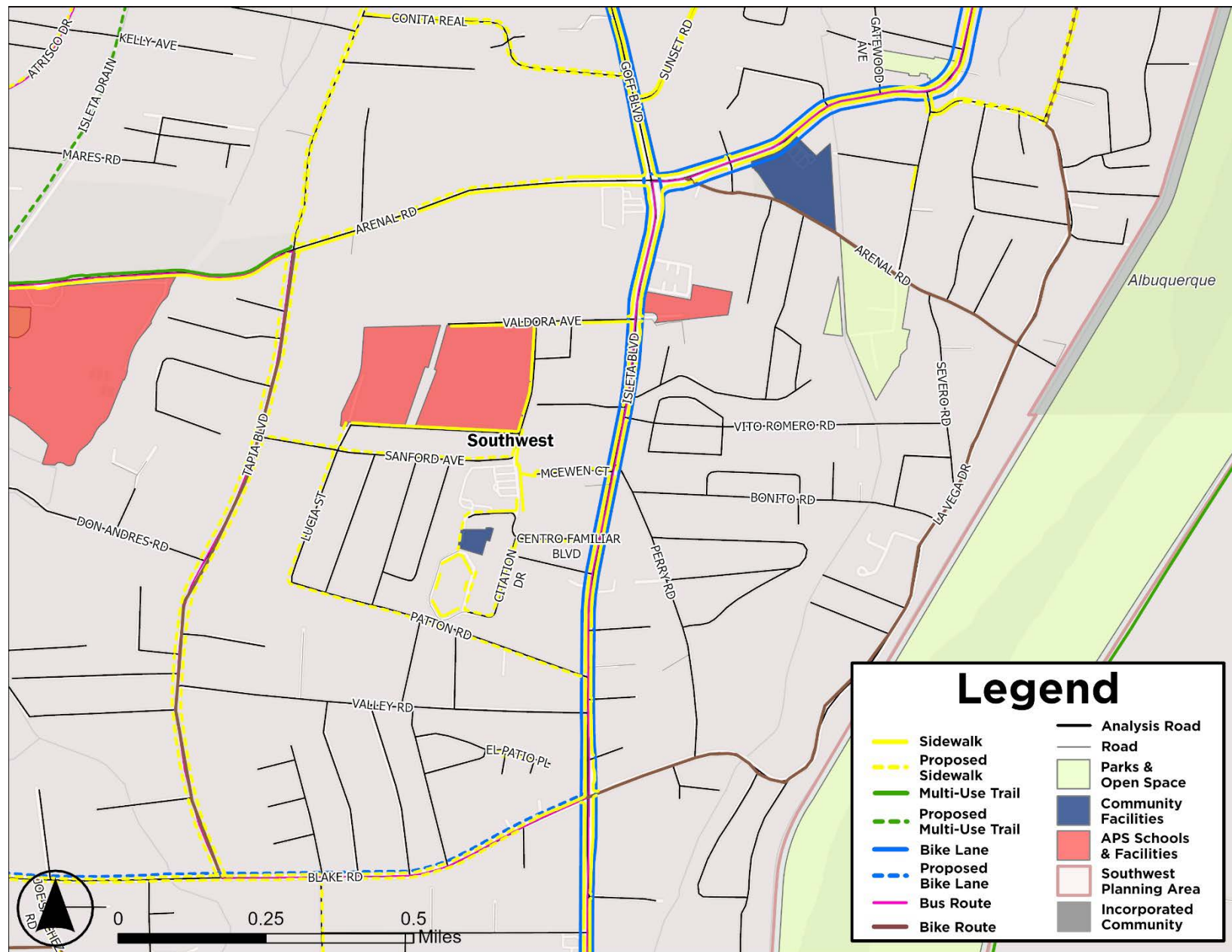


Figure 27. Southwest Pedestrian and Bicyclist Facilities Map #3

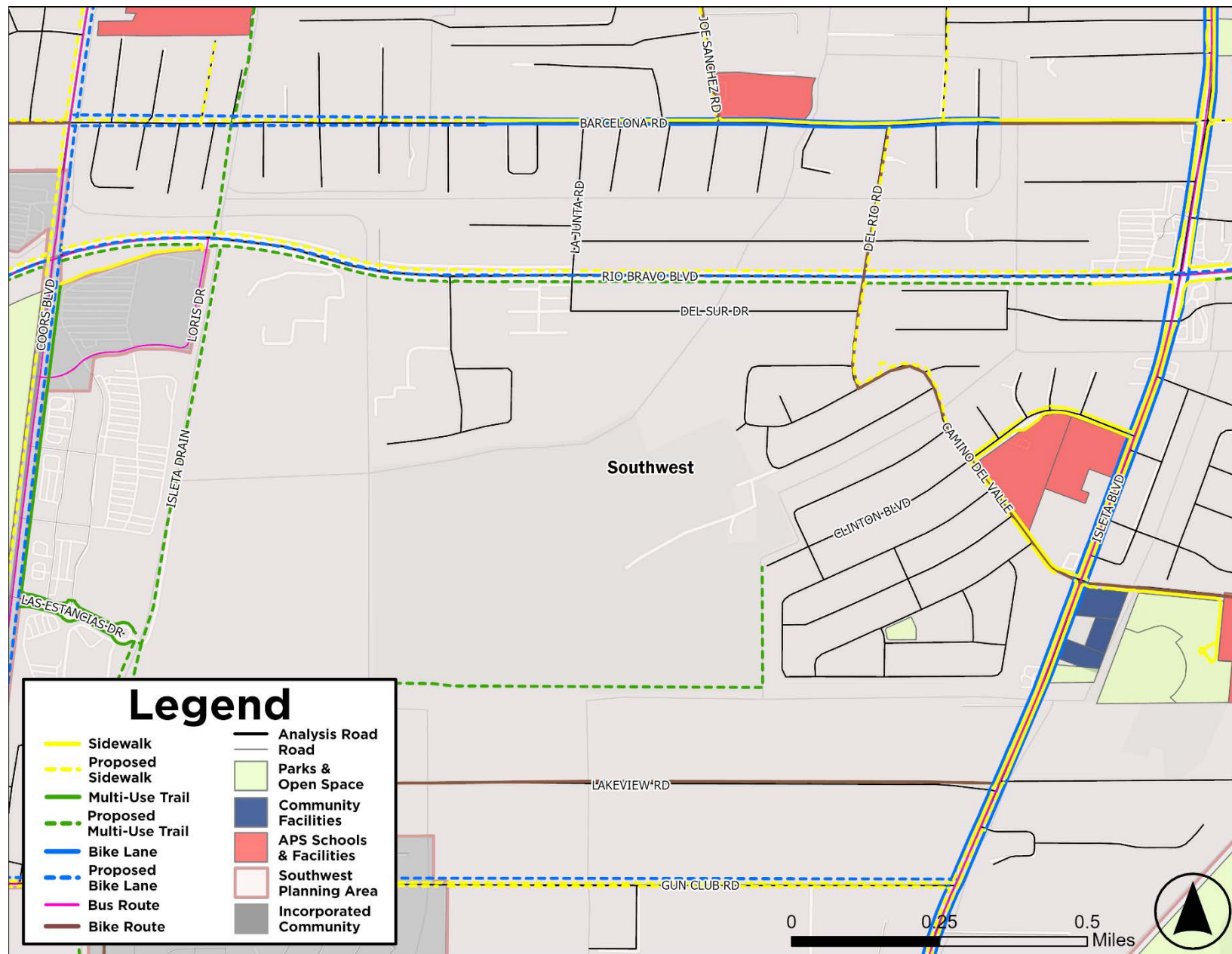


Figure 28. Southwest Pedestrian and Bicyclist Facilities Map #4

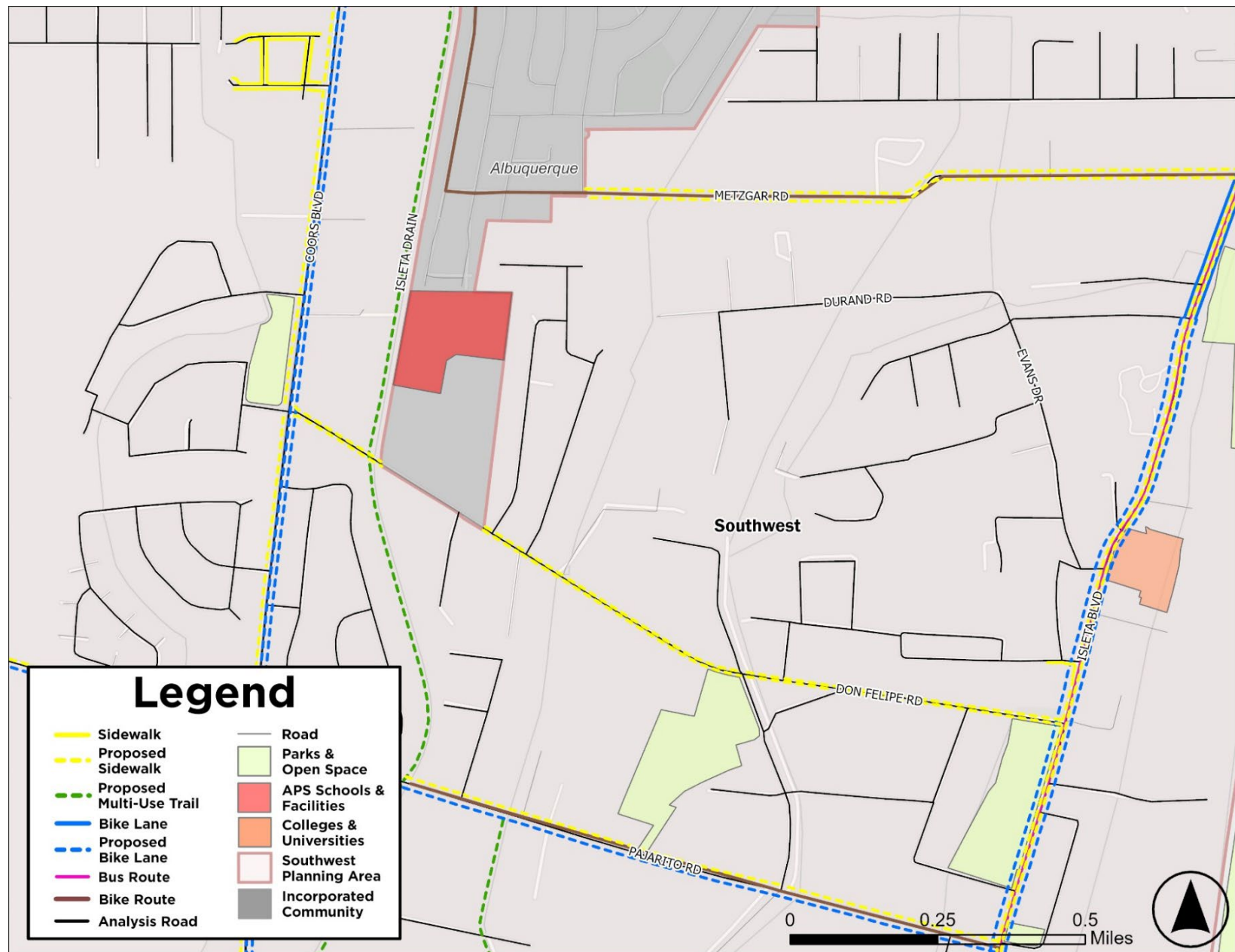


Figure 29. Southwest Pedestrian and Bicyclist Facilities Map #5

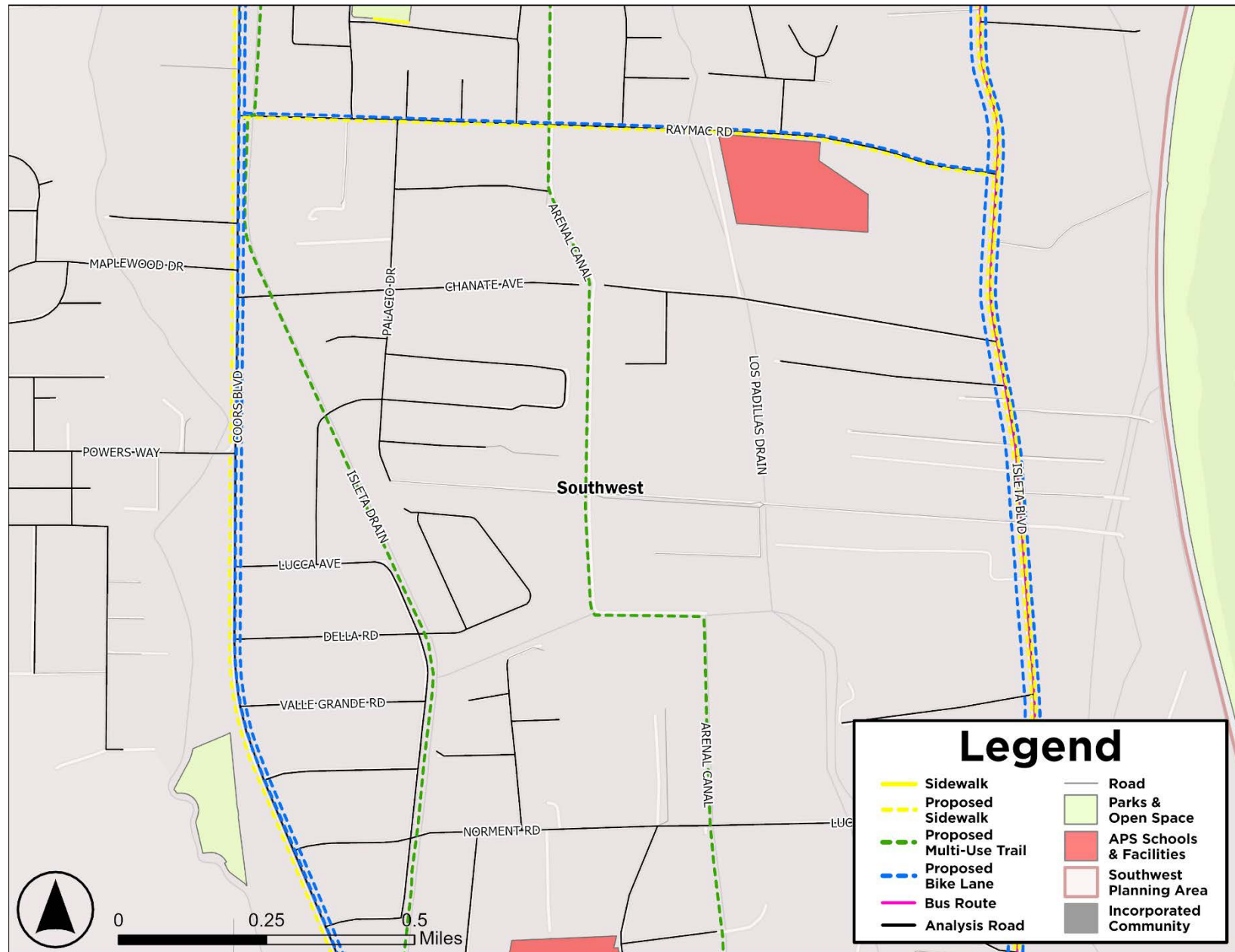


Figure 30. Southwest Pedestrian and Bicyclist Facilities Map #6

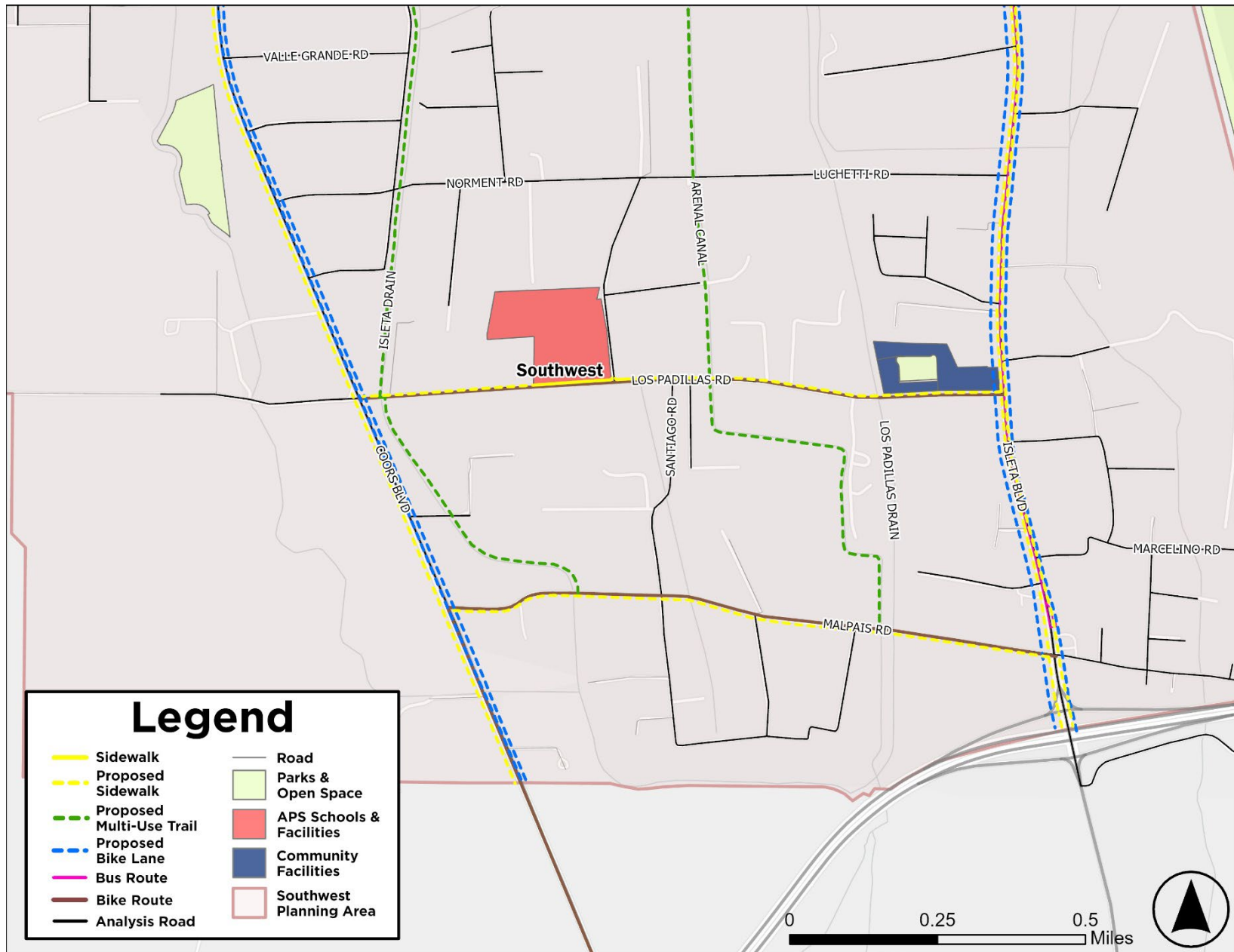


Figure 31. Southwest Pedestrian and Bicyclist Facilities Map #7

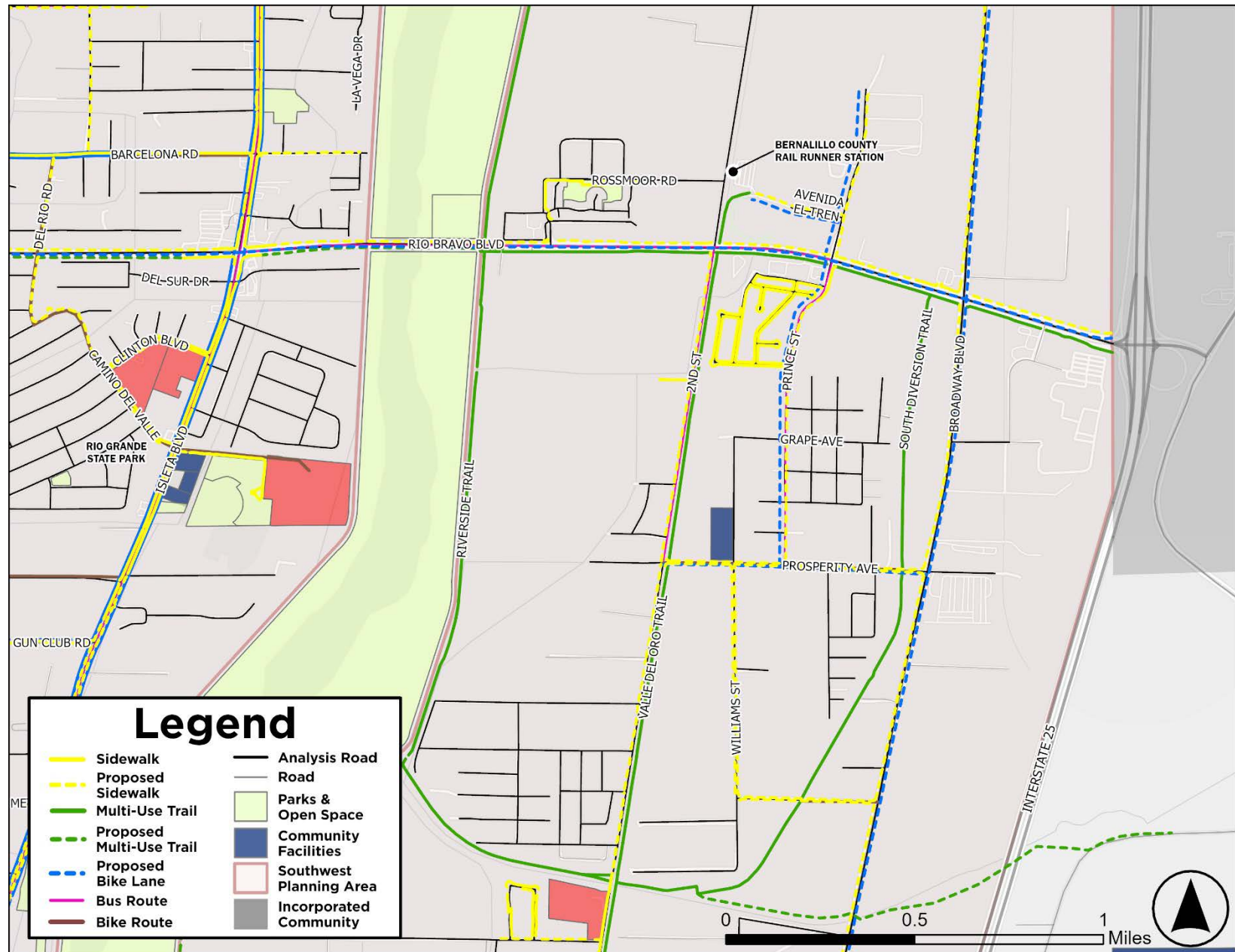


Figure 32. Southwest Pedestrian and Bicyclist Facilities Map #8

Community Destinations

Understanding the spatial distribution and accessibility of community destinations is fundamental to developing an effective active transportation network. This analysis examines locations where residents frequently travel for essential services, education, recreation, and daily needs across Bernalillo County's Community Areas. To capture important cross-jurisdictional travel patterns, the analysis encompasses destinations both within the Community Areas and within a one-mile buffer zone from their boundaries.

The comprehensive destination analysis framework categorizes locations based on their primary functions, including essential services such as medical facilities, grocery stores, and government service centers; educational institutions ranging from early childhood centers to higher education campuses; recreational and cultural venues; major employment centers; and social service facilities. This multifaceted categorization enables a nuanced understanding of travel patterns and infrastructure needs.

Each Community Area exhibits distinct patterns in the distribution and concentration of community destinations, reflecting their unique development characteristics and community needs. The East Mountains Community Area demonstrates a dispersed destination pattern typical of rural communities, with services primarily clustered along major transportation corridors such as NM 14 and NM 333. This distribution pattern necessitates longer travel distances and presents unique challenges for active transportation infrastructure implementation.

The North Albuquerque Community Area exhibits a more concentrated destination pattern, with significant clustering along major arterials. The area features a robust network of recreational facilities and medical services, complemented by well-distributed educational institutions. This concentration creates opportunities for efficient active transportation infrastructure but requires careful attention to crossing safety and access management.

In the North Valley, community destinations follow mixed-use corridor patterns, with notable presence of cultural and historical locations. The regular spacing of essential services along major roadways creates consistent demand for pedestrian and bicycle access. The area's traditional development patterns and established neighborhoods influence destination accessibility requirements.

The Northwest Community Area reflects emerging development patterns, with growing retail centers and expanding employment destinations. The distribution of educational facilities across the area, combined with limited but increasing medical services, indicates evolving transportation needs that must be addressed through flexible infrastructure planning.

The Southwest Community Area demonstrates the highest density and diversity of community destinations among all Community Areas. This area features substantial concentrations of educational facilities, major employment centers, and social service providers. The complex interaction of these various destinations creates multiple high-demand corridors requiring comprehensive active transportation solutions.

The spatial analysis of these destinations reveals critical implications for network planning. High-volume pedestrian corridors emerge where multiple destinations cluster, particularly around medical facilities and educational institutions. Cross-jurisdictional travel patterns become evident where destination access requires traversing multiple planning areas or jurisdictions. The relationship between destination locations and transit stops highlights crucial first/last mile connection needs.

Implementation strategies derived from this analysis emphasize the importance of coordinated infrastructure development that responds to established travel patterns while anticipating future demand. Priority is given to corridors serving multiple destinations, particularly those accessing essential services for vulnerable populations. The selection of facility types reflects both current utilization patterns and projected needs based on development trends.

This comprehensive understanding of community destinations provides crucial context for infrastructure investment decisions. Regular updates to this analysis will be necessary to reflect evolving development patterns, changes in service locations, and shifting community needs. Through this detailed examination of destination patterns, the plan ensures that pedestrian and bicycle infrastructure investments create meaningful connections to community resources while supporting broader transportation network objectives.

Pedestrian and Bicyclist Crash Analysis

An analysis of crash data from 2017 to 2021 within the Bernalillo County Community Areas was conducted to identify locations with high crash frequencies and areas where pedestrians and bicyclists face elevated risk. The crash data was sourced from the New Mexico Department of Transportation.

The following section presents a comprehensive review of county-wide crash statistics, a comparative analysis of crash rates against state and national benchmarks, and a detailed examination of pedestrian and bicyclist-involved crashes within each planning area.

County-Wide Crash Analysis

Crash Summary by Year

Between 2017 and 2021, 9,631 crashes were recorded within the Bernalillo County Community Areas. Of these, 102 involved pedestrians, and 81 involved bicyclists.

The total number of crashes increased from 2017 to 2019, followed by a nearly 25% decline in 2020. In 2021, total crashes showed a slight increase. Pedestrian-involved crashes remained consistent over the five years, with a slight decrease in 2018 before peaking again to 22 incidents in 2019. Unlike the overall crash trend, pedestrian-involved crashes experienced only a minor decline in 2020, increasing again to 22 incidents in 2021. Bicyclist-involved crashes more closely mirrored the overall crash pattern, rising between 2017 and 2019, followed by a more pronounced decline in 2020 and 2021.

Table 13. County-Wide Crash Types by Year

Year	Total Crashes	Pedestrian-Involved Crashes	Bicyclist-Involved Crashes
2017	1,939	22	16
2018	2,169	16	19
2019	2,177	22	24
2020	1,635	20	13
2021	1,711	22	9

Crash Summary by Community Area

The Southwest recorded the highest total crashes among all Bernalillo County Community Areas, with 5,851. This was followed by the North Valley (1,816 crashes), the Northwest (918 crashes), the East Mountains (759 crashes), and North Albuquerque (287 crashes).

The Southwest also reported the highest number of pedestrian-involved crashes, with 84. This was followed by the North Valley (11 crashes), the Northwest (4 crashes), the East Mountains (3 crashes), and North Albuquerque, which reported no pedestrian-involved crashes.

Similarly, the Southwest had the highest number of bicyclist-involved crashes, with 46. This was followed by the North Valley (15 crashes), North Albuquerque (11 crashes), the East Mountains (5 crashes), and the Northwest (4 crashes).

Table 14. Crash Types by Community Area

Community Area	Total Crashes	Pedestrian-Involved Crashes	Bicyclist-Involved Crashes
Southwest	5,851	84	46
North Valley	1,816	11	15
Northwest	918	4	4
East Mountains	759	3	5
North Albuquerque	287	0	11

Pedestrian and Bicyclist-Involved Crash Severity

Of the 102 pedestrian-involved crashes recorded in the Bernalillo County Community Areas, 43 resulted in severe injuries or fatalities for the pedestrian. Similarly, of the 81 bicyclist-involved crashes, 14 resulted in severe injuries or fatalities for the bicyclist.

The Southwest Community Area experienced the highest number of severe injury and fatal pedestrian and bicyclist-involved crashes. The North Valley ranked second for both severe injury and fatal pedestrian and bicyclist-involved crashes. North Albuquerque recorded the third-highest number of severe injury and fatal bicyclist-involved crashes but reported no severe injury or fatal pedestrian-involved crashes. Both the Northwest and East Mountains Community Areas reported no severe injury or fatal pedestrian or bicyclist-involved crashes.

Table 15. Severe Injury and Fatal Pedestrian and Bicyclist-Involved Crashes by Community Area

Community Area	Severe Injury and Fatal Pedestrian-Involved Crashes	Severe Injury and Fatal Bicyclist-Involved Crashes
Southwest	39	9
North Valley	4	3
Northwest	0	0
East Mountains	0	0
North Albuquerque	0	2

Between 2017 and 2021, 183 of the 9,631 crashes within the Bernalillo County Planning Areas involved a pedestrian or bicyclist, accounting for 1.9% of all crashes as shown in [Figure 33](#). In contrast, pedestrian- and bicyclist-involved crashes represented 20.5% (57 out of 278) of the total severe injury and fatal crashes during the same period as shown in [Figure 34](#).

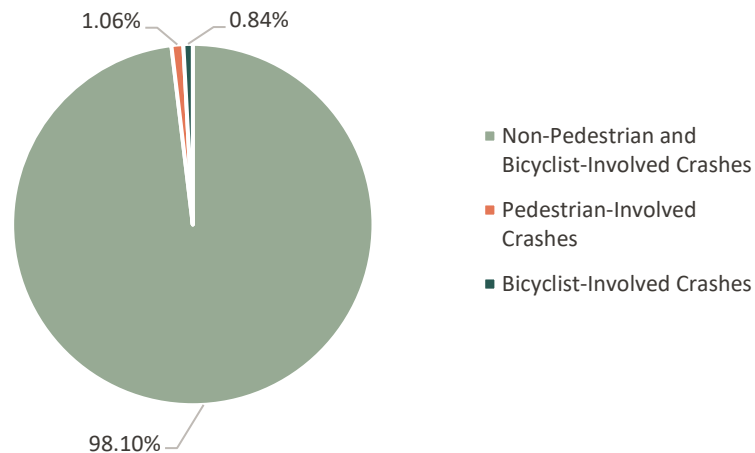


Figure 33. Crash Involvement by Percentage

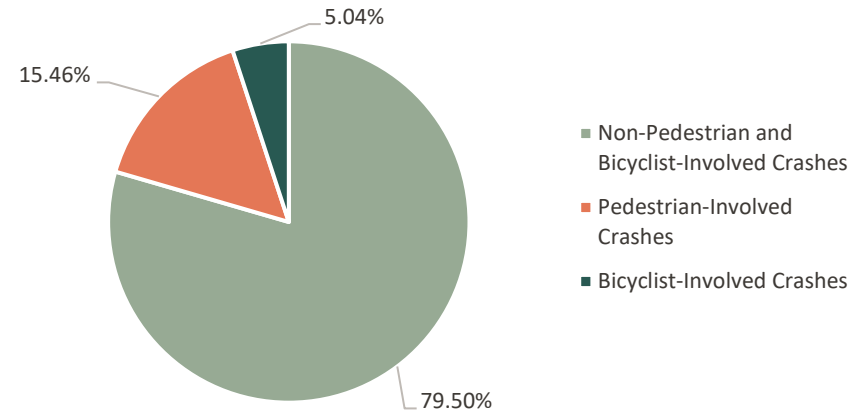


Figure 34. Severe Injury and Fatality Crash Involvement by Percentage

Pedestrian and Bicyclist-Involved Top Contributing Factors

Between 2017 and 2021, the primary contributing factor for pedestrian and bicyclist-involved crashes in the Bernalillo County Community Areas was driver inattention. This was followed by intoxication and driver behavior as significant contributors. Additional factors included pedestrian error and cases with no contributing factors identified. A smaller proportion of pedestrian and bicyclist-involved crashes were attributed to unknown factors, excessive speed, and external conditions such as traffic. A full review of top contributing factors for pedestrian and bicyclist-involved crashes is shown in [Table 15](#).

Table 16. Pedestrian and Bicyclist-Involved Crashes Top Contributing Factors

Contributing Factor	Crashes	Percent of Crashes
Driver Inattention	43	23.49%
Intoxication	38	20.76%
Driver Behavior	36	19.67%
Pedestrian Error	28	15.30%
No Contributing Factor	23	12.57%
Unknown Contributing Factor	7	3.83%
Excessive Speed	4	2.19%
External Condition – Traffic	4	2.19%
Vehicle Defect	0	0%
External Condition – Infrastructure	0	0%
External Condition	0	0%

State and National Crash Comparison

New Mexico faces a severe pedestrian safety crisis, leading the nation in pedestrian fatalities per capita by a significant margin. During the period from 2017 to 2021, the state's pedestrian fatality rate of 4.7 deaths per 100,000 residents was nearly twice the national average, and substantially higher than the next closest state. This sobering statistic places New Mexico at the epicenter of what has become a national pedestrian safety emergency.

The disparity becomes even more alarming when comparing New Mexico to states with similar population sizes or regional characteristics. The data reveals that a person walking in New

Mexico faces a dramatically higher risk of being killed in a traffic crash than in any other state in the country. This is not merely a statistical anomaly - it represents hundreds of preventable deaths and underscores a fundamental failure in protecting our most vulnerable road users.

Figure 35 shows each state's pedestrian fatality rate per 100,000 people. New Mexico's position at the top of this list highlights the urgent need for immediate and comprehensive action to address this crisis. This stark reality drives home the critical importance of the safety improvements and policy changes outlined in this plan, as they represent essential steps toward reversing this deadly trend.

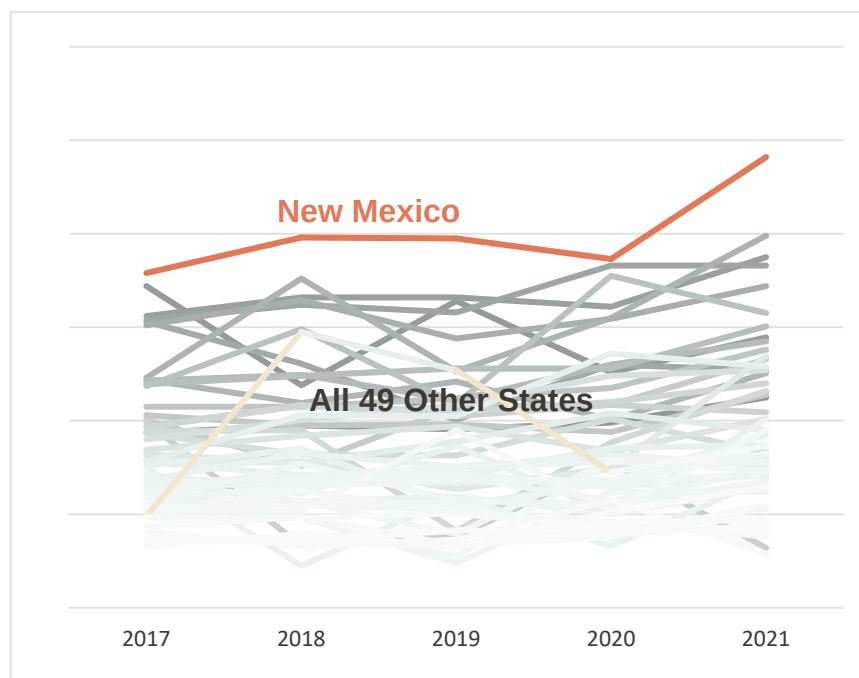


Figure 35. Pedestrian Fatality Rate per 100,000 Population by State

Crash Density Analysis

Creating a crash density map for pedestrian and bicyclist-involved crashes across the Bernalillo County Community Areas was an essential analytical tool for identifying high-risk locations for pedestrians and bicyclists.

Methodology

The crash severity analysis incorporated a weighted scoring system to reflect the impact of each incident involving pedestrians and bicyclists. Fatal crashes were assigned the highest weight in recognition of their devastating consequences, followed by severe injuries, non-severe injuries, and property damage incidents. Using ArcGIS's advanced spatial analysis tools, the heat map reveals the crashes' geographic concentration and severity patterns. Areas of deeper color intensity on the map indicate locations with a higher frequency of incidents, more severe crashes, or a combination of both factors. This visualization method helps identify high-risk zones where targeted safety interventions may be most beneficial.

Analysis

Figure 36, the crash density map, identifies several corridors and intersections with the highest concentrations of severe pedestrian and bicyclist-involved crashes. The Southwest Community Area exhibits the highest density of severe crashes, with particular emphasis on the following roads: Central Avenue, Bridge Boulevard, Coors Boulevard, Isleta Boulevard, and Rio Bravo Boulevard. Within these corridors, the intersections of Coors Boulevard and Bridge Boulevard, Bridge Boulevard and Goff Boulevard, Coors Boulevard and

Arenal Road, Rio Bravo Boulevard and Isleta Boulevard, and Rio Bravo Boulevard and 2nd Street display the highest density of severe incidents.

The North Valley Community Area ranks second in terms of severe crash density, with the intersection of Paseo Del Norte and 2nd Street representing the highest density within this region.

The Northwest and North Albuquerque Community Areas exhibit a lower density of severe crashes. In the Northwest, Paradise Boulevard has the highest density, while in the North Albuquerque area, severe crashes are more concentrated along Tramway Boulevard and Paseo Del Norte.

The East Mountains Community Area was primarily excluded from the analysis due to the wide distribution of pedestrian and bicyclist-involved crashes, which did not reveal any notable density patterns.

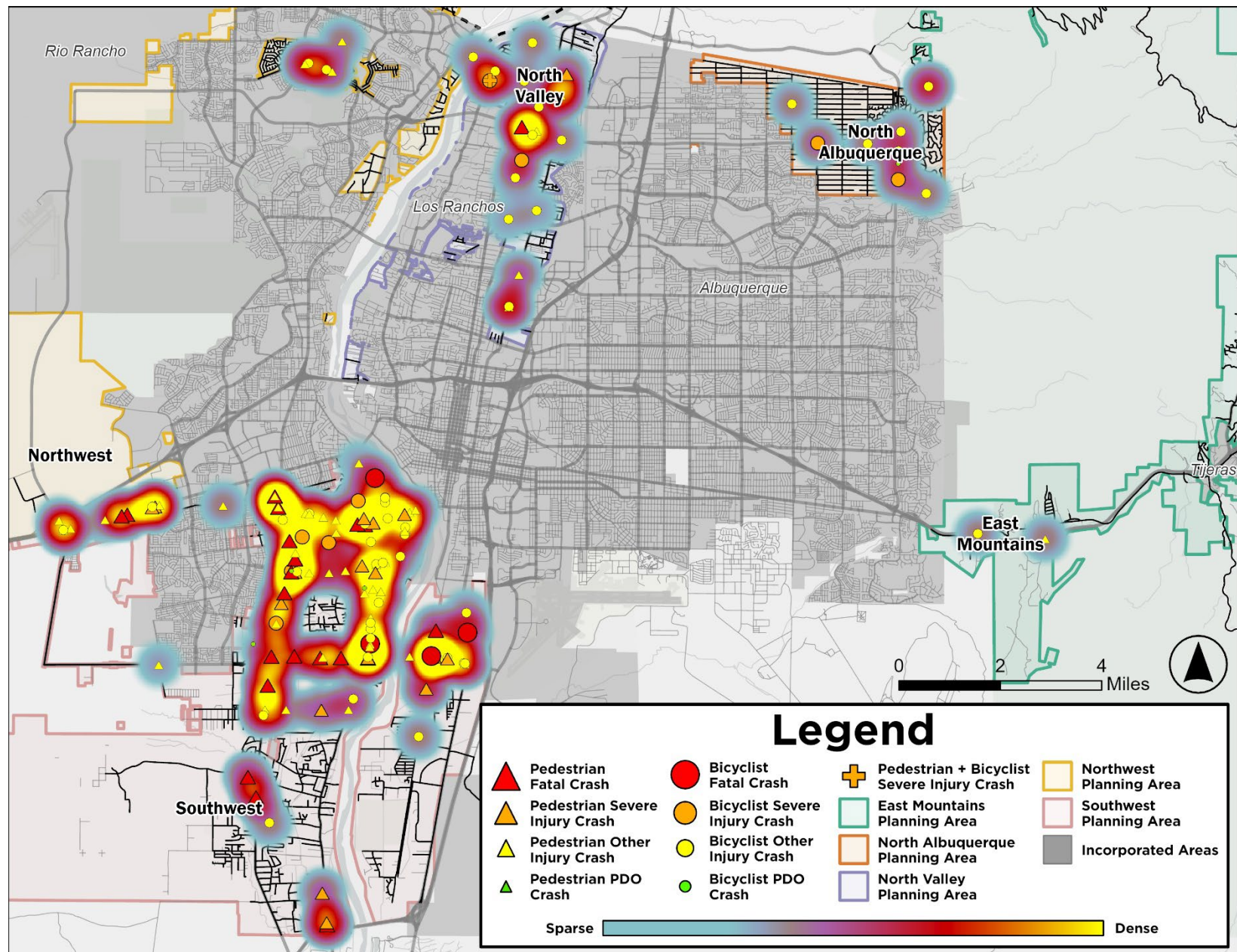


Figure 36. County-Wide Pedestrian and Bicyclist-Involved Crash Density Map (2017-2021)

High Fatal and Injury Network

The High Fatal and Injury Network (HFIN) is a sophisticated analytical tool developed by the Mid-Region Council of Governments (MRCOG) as part of their 2024 Regional Transportation Plan (RTSAP). MRCOG created this evidence-based evaluation framework to systematically identify and map roadway segments that experience disproportionately high rates of serious injuries and fatalities.

The HFIN methodology employs statistical analysis of crash data combined with roadway characteristics to identify corridors where severe crashes occur at rates significantly above regional averages. The analysis accounts for multiple factors including:

- Historical crash frequency and severity
- Traffic volumes and roadway classification
- Presence of vulnerable road users (pedestrians and cyclists)
- Demographic and land use context
- Infrastructure conditions and design features

For this Pedestrian and Bicycle Safety Action Plan, MRCOG's HFIN data from 2017 to 2021 was specifically adapted by focusing the analysis on roadways within the County Community Areas. This targeted application helped identify priority corridors where pedestrians and cyclists face elevated risk levels. Key findings from the HFIN analysis revealed:

- High-risk clusters along major arterials, particularly in the Southwest Community Area

- Correlation between severe crashes and areas lacking dedicated pedestrian/bicycle infrastructure
- Higher incident rates at intersections with complex turning movements
- Risk patterns associated with high-speed corridors adjacent to residential areas
- Concentration of severe crashes near transit stops and major pedestrian generators

The HFIN analysis provides crucial data-driven insights that directly informed the prioritization of safety improvements recommended in this plan. By overlaying HFIN data with other factors like demographic vulnerability and infrastructure gaps, the plan ensures resources are directed to locations with the greatest demonstrated safety needs.

Figure 37 depicts the high fatal and injury corridors identified across the unincorporated county.

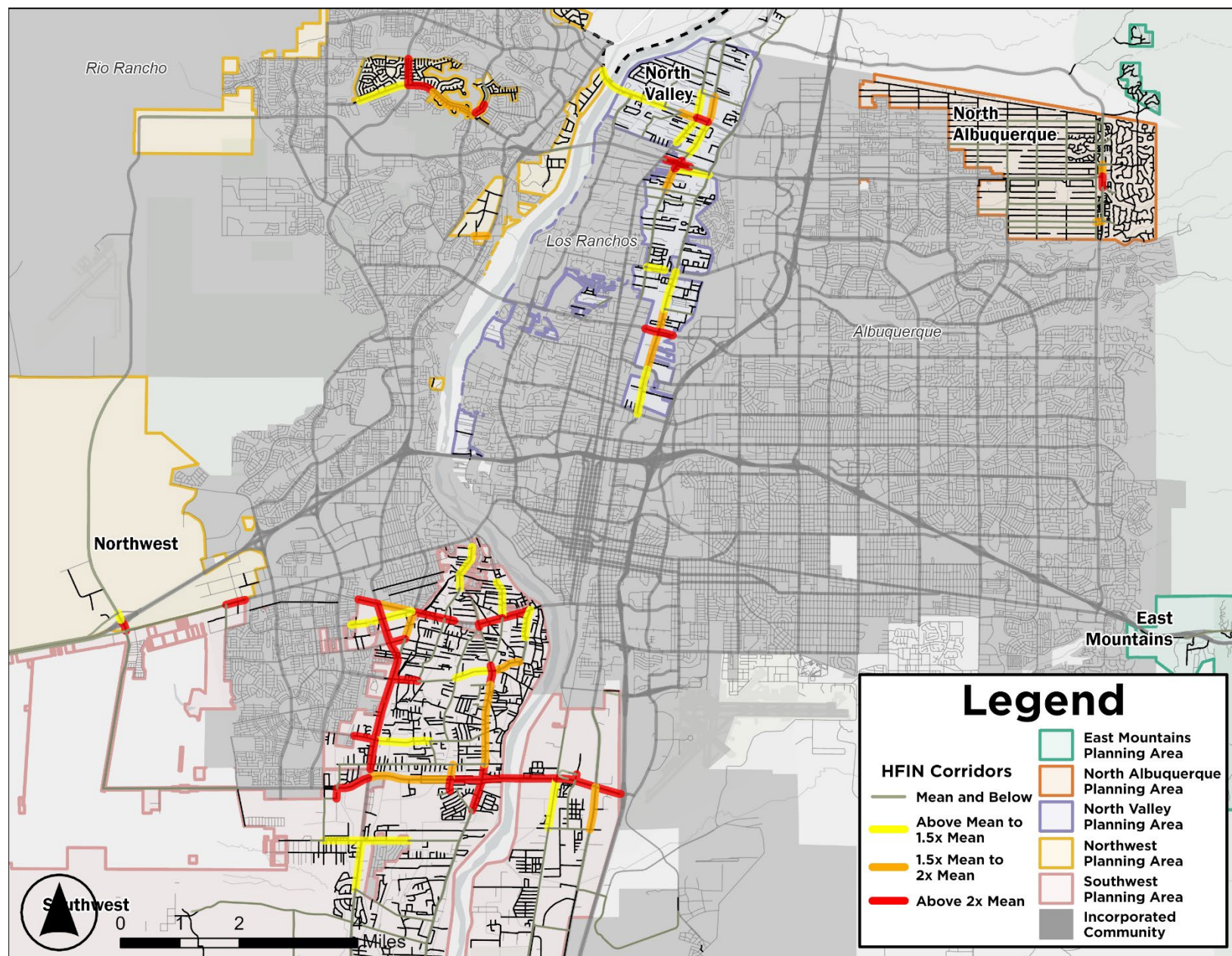


Figure 37. High Fatal and Injury Network Map (2017-2021)

Crash Analysis by Community Area

East Mountains Community Area Crash Analysis

Between 2017 and 2021, 759 crashes were recorded within the East Mountains Community Area. Three of these incidents involved pedestrians and five involved bicyclists. None of the pedestrian or bicyclist-involved crashes resulted in severe injuries or fatalities. Table 17 shows the types and number of crashes in the East Mountains Community Area.

Table 17. East Mountains Community Area Crash Types

Crash Type	Number of Crashes
Total Crashes	759
Pedestrian-Involved Crashes	3
Pedestrian-Involved Severe Injury & Fatal Crashes	0
Bicyclist-Involved Crashes	5
Bicyclist-Involved Severe Injury & Fatal Crashes	0

As shown in Figure 38, the pedestrian-involved crashes were geographically dispersed across the East Mountains Community Area. One incident occurred in Carnuel along Coyote Springs Road, while the remaining two occurred along NM 217. These two NM 217 crashes were separated by over 6 miles, with one crash located at the NM 333 intersection and the other at the Camino del Sierra intersection, approximately 2.25 miles north of the NM 222 intersection.

Similarly, bicyclist-involved crashes were widely distributed throughout the Community Area. One crash occurred in Carnuel on the NM 333/US 66 bridge. Another took place on NM 14 at the intersection with Sangre de Cristo. A third incident happened in the Piñon Ridge Estates neighborhood on Sycamore Drive. Additionally, a crash occurred along NM 333 near the intersection with Via Sedillo, and the final bicyclist-involved crash occurred on NM 337 near the intersection with Mockingbird Drive, just outside the community of Escabosa.

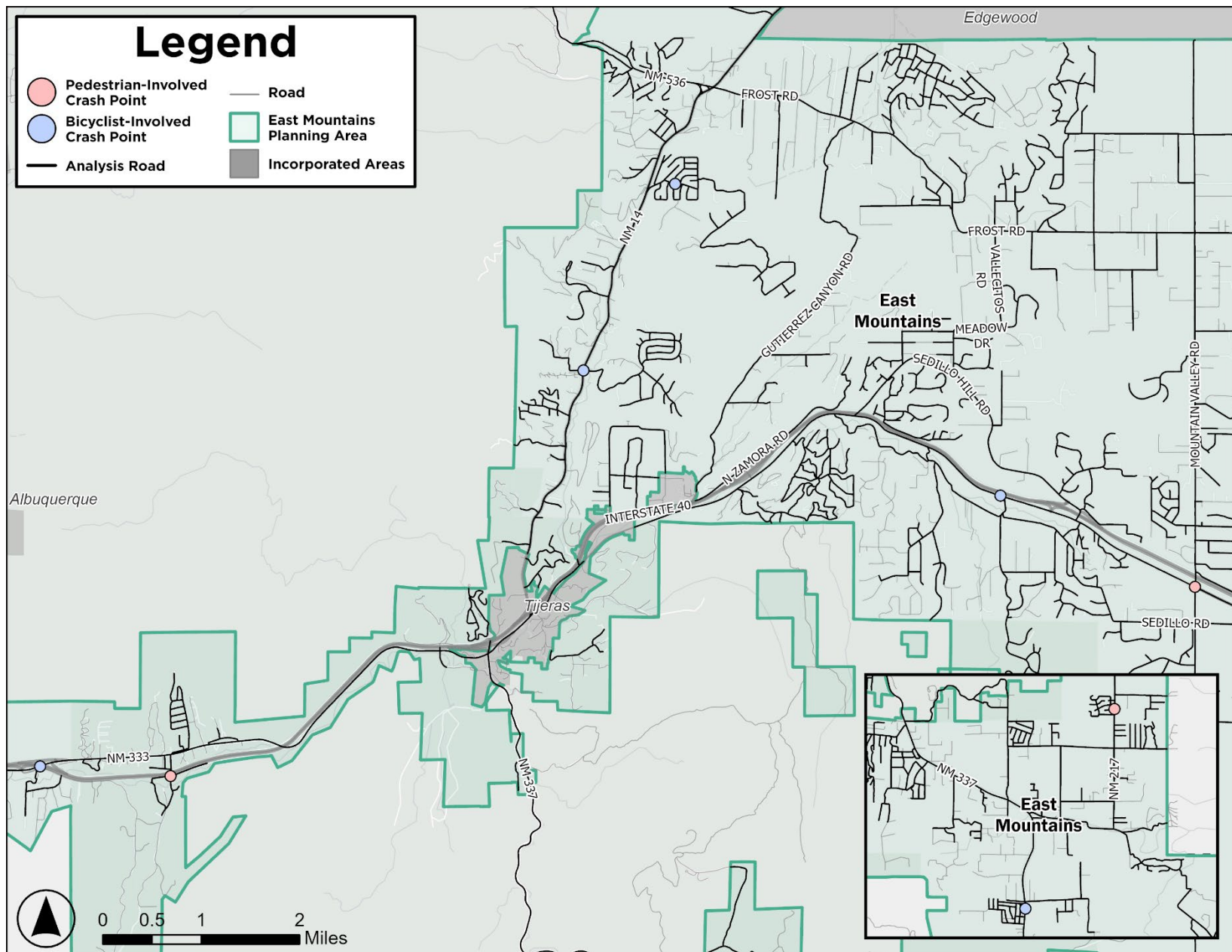


Figure 38. East Mountains Pedestrian and Bicyclist Crash Locations Map

North Albuquerque Community Area Crash Analysis

Between 2017 and 2021, North Albuquerque recorded 287 crashes, the lowest among all Bernalillo County Community Areas. None of these 287 crashes involved pedestrians, while 11 involved bicyclists. Two of the bicyclist-involved crashes resulted in severe injury or fatality to the bicyclist. Table 18 shows the types and number of crashes in the North Albuquerque Community Area.

Table 18. North Albuquerque Community Area Crash Types

Crash Type	Number of Crashes
Total Crashes	287
Pedestrian-Involved Crashes	0
Pedestrian-Involved Severe Injury & Fatal Crashes	0
Bicyclist-Involved Crashes	11
Bicyclist-Involved Severe Injury & Fatal Crashes	2

As shown in Figure 43, the locations of the bicyclist-involved crashes were dispersed across the Community Area, with the highest concentrations occurring along Tramway Boulevard and Paseo Del Norte. Along Tramway Boulevard, four crashes occurred at San Rafael Avenue and Pino Avenue intersections, and two at San Bernardino Drive. Along Paseo Del Norte, two crashes occurred at Eubank Boulevard and Lowell Drive intersections. Other bicyclist-involved crashes were recorded at the intersections of Tramway Place and Live Oak Road, Holbrook Street and Oakland Avenue, and on Eagle Ridge Road between Eagle Ridge Court and Eagle

Ridge Lane. Additionally, two crashes occurred just north of the boundary of the North Albuquerque Community Area on Bernalillo County-owned and maintained roads at the intersection of Tramway Road and Juniper Hill Road.

The two bicyclist-involved crashes that resulted in severe injury or fatality were located far apart from one another. One occurred at the intersection of Tramway Boulevard and San Rafael Avenue, while the other took place at the intersection of Paseo Del Norte and Eubank Boulevard.

Tables 19 and 20 show the road segments and intersections with the most pedestrian and bicyclist-involved crashes in North Albuquerque.

Table 19. North Albuquerque Community Area Top Pedestrian and Bicyclist-Involved Crash Road Segments

Road Segment	Number of Crashes
Tramway Boulevard (Between San Rafael Avenue and Paseo Del Norte)	4
Paseo Del Norte (Between Eubank Boulevard and Tramway Boulevard)	2

Table 20. North Albuquerque Community Area Top Pedestrian and Bicyclist-Involved Crash Intersections

Intersection	Number of Crashes
Tramway Boulevard and San Bernardino Drive	2
Tramway Road and Juniper Hill Road	2

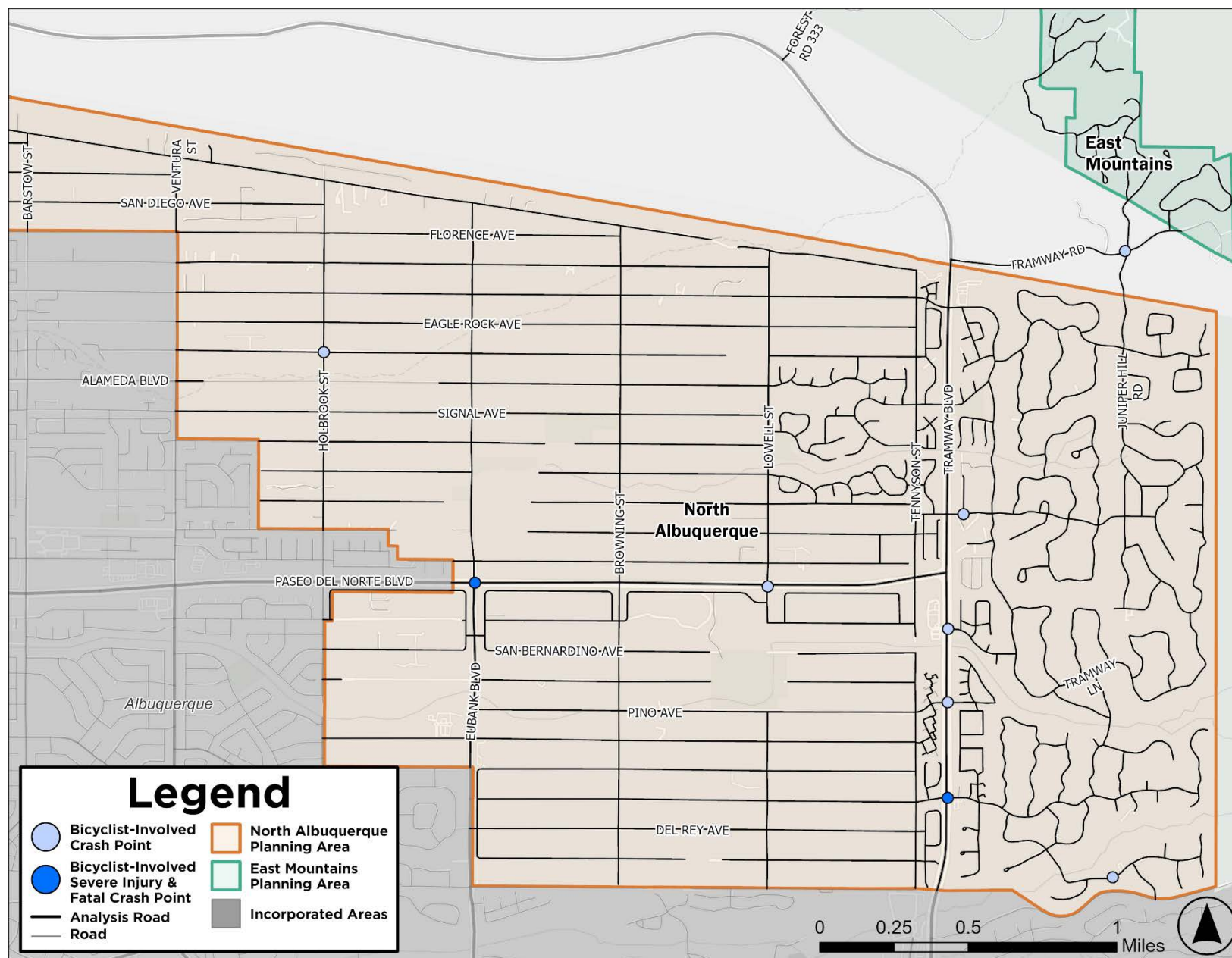


Figure 39. North Albuquerque Pedestrian and Bicyclist Crash Locations Map

North Valley Community Area Crash Analysis

Between 2017 and 2021, the North Valley recorded 1,816 crashes, the second-highest number among all County Community Areas. Of these, 11 involved pedestrians and 15 involved bicyclists. Four pedestrian-involved crashes and three bicyclist-involved crashes resulted in severe injuries or fatalities. Table 21 shows the types and number of crashes in the North Valley Community Area.

Table 21. North Valley Community Area Crash Types

Crash Type	Number of Crashes
Total Crashes	1,816
Pedestrian-Involved Crashes	11
Pedestrian-Involved Severe Injury & Fatal Crashes	4
Bicyclist-Involved Crashes	15
Bicyclist-Involved Severe Injury & Fatal Crashes	3

As shown in Figure 40, pedestrian-involved crashes were concentrated along major roads in the North Valley, including Edith Boulevard, 2nd Street, and Paseo del Norte. Three incidents occurred on Edith Boulevard—one at the intersection of Comanche Road and two at the intersection of Montañó Road. Five crashes occurred along 2nd Street: one at the intersection of Paseo del Norte, one at Alameda Road, and three at Alameda Boulevard. Two additional crashes occurred along Paseo del Norte, both on the west side of the interchange with 2nd Street. The final pedestrian-involved

crash was reported at Rio Grande Boulevard and Camino Ranchitos intersect.

Of the four severe injury or fatal pedestrian-involved crashes, two occurred along Paseo del Norte west of the 2nd Street interchange. The remaining two occurred at the intersections of 2nd Street and Alameda Road and Rio Grande Boulevard and Camino Ranchitos.

Bicyclist-involved crashes in the North Valley similarly occurred along major thoroughfares, including Edith Boulevard, 2nd Street, Alameda Boulevard, and Rio Grande Boulevard. Four crashes occurred on Edith Boulevard: one at El Pueblo Road, one between Tyler Road and Bear Canyon Lane, and two at Comanche Road. Five incidents were reported along 2nd Street: two at El Pueblo Road and one each at Los Ranchos Road, Roehl Road, and Osuna Road. Two crashes occurred on Alameda Boulevard, at Guadalupe Trail and Rio Grande Boulevard. Two more occurred along Rio Grande Boulevard near Camino Ranchitos. The final two bicyclist-involved crashes were at the intersections of 4th Street and García Road and Camino del Bosque and Guadalupe Street.

Among the three severe injury or fatal bicyclist-involved crashes, two occurred within 100 feet of each other along Rio Grande Boulevard near Camino Ranchitos. The third crash occurred at the intersection of 2nd Street and Los Ranchos Road.

Tables 22 and 23 show the road segments and intersections with the most pedestrian and bicyclist-involved crashes in the North Valley.

Table 22. North Valley Community Area Top Pedestrian and Bicyclist-Involved Crash Road Segments

Road Segment	Number of Crashes
2 nd Street (Between Alameda Boulevard and El Pueblo Road)	6
Edith Boulevard (Between Montano Road and Comanche Road)	5
2 nd Street (Between Los Ranchos Road and Osuna Road)	3
Rio Grande Boulevard (Between Camino Ranchitos and Knitts Lane)	2
Alameda Boulevard (Between Guadalupe Trail and Rio Grande Boulevard)	2

Table 23. North Valley Community Area Top Pedestrian and Bicyclist-Involved Crash Intersections

Intersection	Number of Crashes
2 nd Street and Alameda Boulevard	3
Edith Boulevard and Comanche Road	3
Paseo Del Norte and 2 nd Street Interchange	2
2 nd Street and El Pueblo Road	2
Edith Boulevard and Montano Road	2

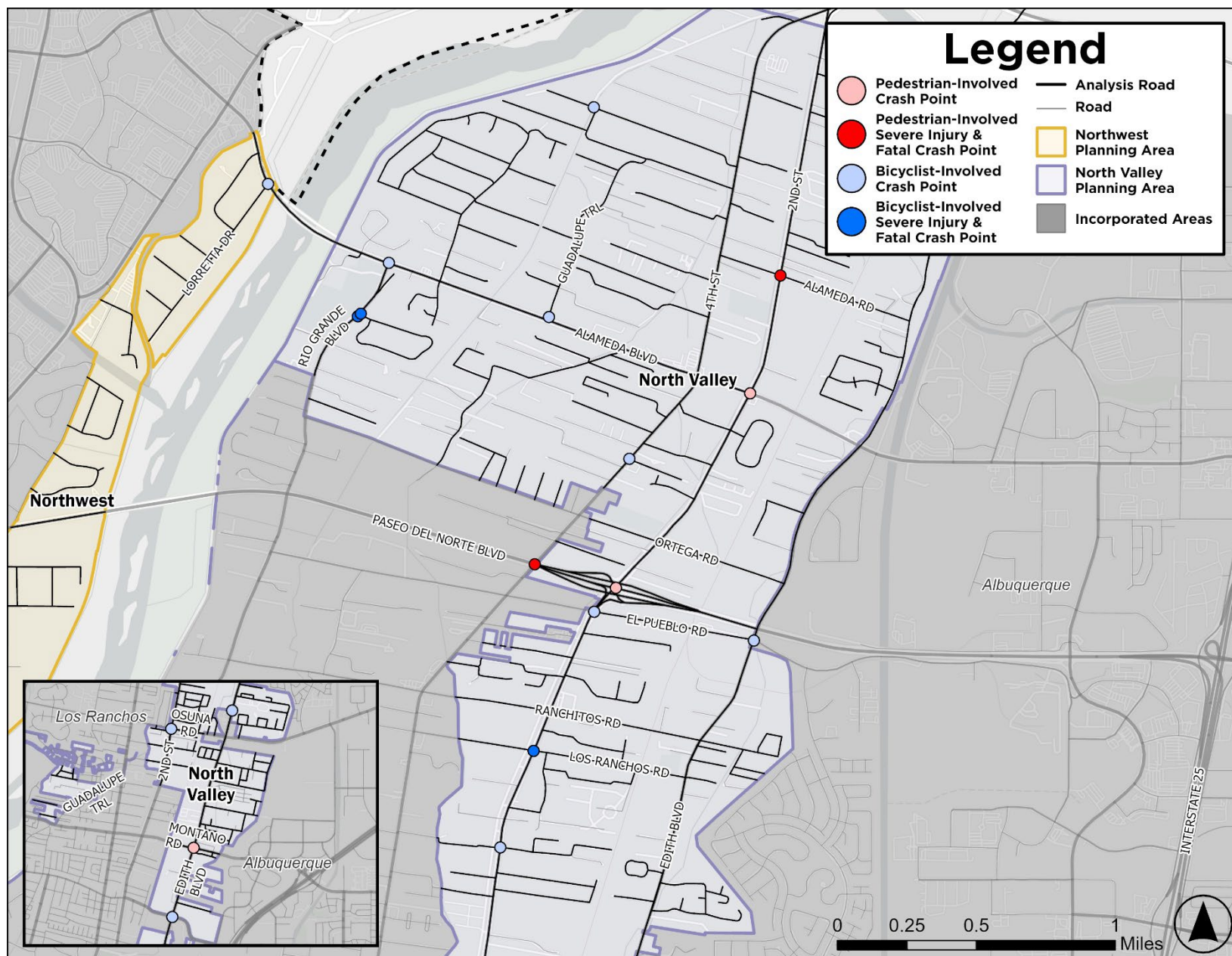


Figure 40. North Valley Pedestrian and Bicyclist Crash Locations Map

Northwest Community Area Crash Analysis

Between 2017 and 2021, 918 crashes were reported within the Northwest Community Area. Four involved pedestrians and four involved bicyclists. None of these incidents resulted in severe injuries or fatalities. Table 24 shows the types and number of crashes in the Northwest Community Area.

Table 24. Northwest Community Area Crash Types

Crash Type	Number of Crashes
Total Crashes	918
Pedestrian-Involved Crashes	4
Pedestrian-Involved Severe Injury & Fatal Crashes	0
Bicyclist-Involved Crashes	4
Bicyclist-Involved Severe Injury & Fatal Crashes	0

As shown in Figure 41, Three of the four pedestrian-involved crashes occurred in or near the Paradise Hills neighborhood. These incidents were reported at Paradise Boulevard and Unser Boulevard, Simon Drive and Fairfax Drive, and Irving Boulevard and Timan Avenue intersections. The fourth pedestrian-involved crash took place on the southern edge of the Northwest, at the interchange of Interstate 40 and Atrisco Vista Boulevard. (This location is depicted in Figure 42).

Similarly, three of the four bicyclist-involved crashes occurred in the Paradise Hills neighborhood, along Paradise Boulevard. These crashes were reported at the intersections of Unser Boulevard, Madeline Drive, and Justin Drive. The

remaining bicyclist-involved crash occurred on Alameda Boulevard, just west of the Rio Grande bridge, at the intersection of Loretta Drive.

Tables 25 and 26 show the road segments and intersections with the most pedestrian and bicyclist-involved crashes in the Northwest.

Table 25. Northwest Community Area Top Pedestrian and Bicyclist-Involved Crash Road Segments

Road Segment	Number of Crashes
Paradise Boulevard (Between Unser Boulevard and Justin Drive)	4

Table 26. Northwest Community Area Top Pedestrian and Bicyclist-Involved Crash Intersections

Intersection	Number of Crashes
Paradise Boulevard and Unser Boulevard	2

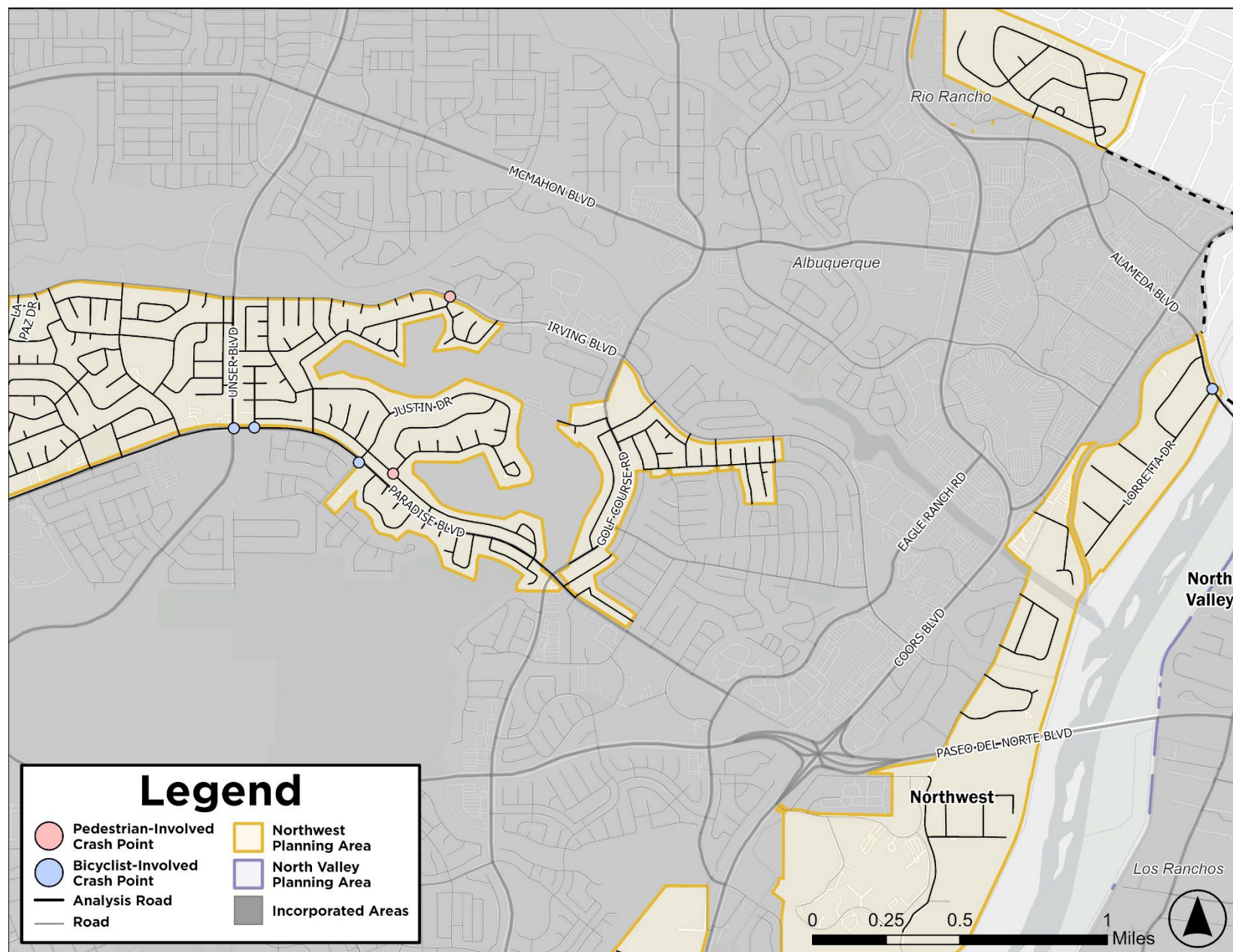


Figure 41. Northwest Pedestrian and Bicyclist Crash Locations Map

Southwest Community Area Crash Analysis

Between 2017 and 2021, 5,852 crashes occurred in the Southwest, the most of all in the County Community areas. Of these 5,852 crashes, 83 involved pedestrians and 46 involved bicyclists. Thirty-nine pedestrian-involved crashes and nine bicyclist-involved crashes resulted in severe injury or fatality. **Table 27** shows the types and number of crashes in the Southwest Community Area.

Table 27. Southwest Community Area Crash Types

Crash Type	Number of Crashes
Total Crashes	5,852
Pedestrian-Involved Crashes	83
Pedestrian-Involved Severe Injury & Fatal Crashes	46
Bicyclist-Involved Crashes	39
Bicyclist-Involved Severe Injury & Fatal Crashes	9

As shown in **Figure 42**, pedestrian-involved crashes in the Southwest Community Area were primarily concentrated along major roads, including Bridge Boulevard, Central Avenue, Arenal Road, Rio Bravo Boulevard, Coors Boulevard, and Isleta Boulevard. On Bridge Boulevard, 14 crashes occurred at various intersections, including La Vega Drive, Lansing Drive, Hartline Road, Gatewood Avenue, Lura Place, Atrisco Drive, Abo Street, Old Coors Road, Cortez Drive, two at Goff Boulevard, and three at Coors Boulevard. Eight crashes occurred along Central Avenue, at 110th Street, two between 110th Street and 114th Street, at 122nd Street, two

between 122nd Street and 132nd Street, at Tierra West Drive, and Atrisco Vista Boulevard. Seven crashes occurred along Arenal Road, at Goff Boulevard, between Goff Boulevard and Tio Carlos Street, at Tapia Boulevard, directly in front of Rio Grande High School, at Granada Court, between Foothill Drive and Coors Boulevard, and at Coors Boulevard. Rio Bravo Boulevard had 14 crashes, at Broadway Blvd, Prince Street, between Camino del Tren Avenue and 2nd Street, at 2nd Street, Poco Loco Road, three at Isleta Boulevard, Del Rio Road, two between Del Rio Road and La Junta Road, at Avanzando Road, at two at Coors Boulevard.

Twenty-two pedestrian-involved crashes occurred on Coors Boulevard. Besides the previously mentioned crashes at the intersections with Bridge Boulevard, Arenal Road, and Rio Bravo Boulevard, crashes occurred at Sage Road, three at Gonzales Road, at Eduardo Road, between Eduardo Road and Arenal Road, between Huseman Place and Ervien Lane, at Ervien Lane, two at Blake Road, two at Las Estancias Drive, two at Gun Club Road, one between Garner Road and Cottonwood Lane, and one at Cottonwood Lane.

Fifteen crashes occurred on Isleta Boulevard, besides the previously mentioned crashes at Rio Bravo Boulevard, crashes occurred at Waldie Road, between Montrose Place and Arenal Road, at Goff Boulevard, between Goff Boulevard and Valdora Road, at Perry Road, Blake Road, Barcelona Road, between Barcelona Road and Flora Vista Drive, Gun Club Road, between El Ranchitos Road and Celeste Road, between Judy Road and Malpais Road, and at Malpais Road.

Another 14 pedestrian-involved crashes occurred across the Southwest Community Area. These occurred at the

intersections of Sunset Gardens Road and 86th Street, Atrisco Drive and Osage Avenue, San Ygnacio Road and Anthony Lane, Goff Boulevard and Poplar Lane, El Centro Familiar Boulevard and Citation Drive, two at Bonito Road and Bonito Circle, one at Dennis Chavez Boulevard and 118th Street, Gun Club Road and Valley Garden Drive, Gun Club Road and Gibbs Road, Pajarito Road and Donna Alberta Drive, 2nd Street and Valle Alto Drive, and two at 2nd Street and North Street.

Of the 83 pedestrian-involved crashes in the Southwest, 39 resulted in a severe injury or fatality. Coors Boulevard saw the most severe injury and fatal pedestrian-involved crashes with 11. This is followed by Rio Bravo Boulevard (7), Isleta Boulevard (5), Central Avenue (4), Bridge Boulevard (3), and Arenal Road (3).

Bicyclist-involved crashes were less dispersed and primarily occurred north of Rio Bravo Boulevard. Three crashes occurred on Bridge Boulevard, specifically at Joseph Road, Goff Boulevard, and Old Coors Drive. Three bicyclist-involved crashes occurred on Central Avenue, one between 110th Street and 114th Street, and two at Atrisco Vista Boulevard. Three crashes occurred on Arenal Road, two at Coors Boulevard and one at Foothill Drive. Eight bicyclist-involved crashes occurred on Rio Bravo Boulevard, two at Broadway Boulevard, one at Prince Street, four at 2nd Street, and one at Isleta Boulevard. Ten crashes occurred along Isleta Boulevard north of Rio Bravo Boulevard. Besides the previously mentioned crash at Rio Bravo Boulevard, they occurred at Brother Road, Bletcher Road, Lopez Road, Arenal Road, Goff Boulevard, between Blake Road and Beall Road,

at Val Verde Drive, Bonaguidi Road, and Barcelona Road. Four bicyclist-involved crashes occurred along Coors Boulevard north of Rio Bravo Boulevard. Besides the previously mentioned crashes at Arenal Road, these crashes occurred at Tower Road, and Blake Road.

Another 14 bicyclist-involved crashes occurred in the southwest north of Rio Bravo Boulevard. These crashes occurred at the intersections of Gonzales Road and Sunset Road, two at Sunset Road and Hooper Road/Jeanette Avenue, one at Sunset Road and Cerro Vista Road, Five Points Road and Goff Boulevard, two at Old Coors Drive and Sage Road, Atrisco Drive and Rosendo Garcia Road, Goff Road and Wildwood Lane, Citation Drive and Sanford Avenue, Perry Road and Rinconada Lane, Barcelona Road and Snipes Road, and two on Broadway Boulevard between Stock Drive and Rio Bravo Boulevard.

Only four bicyclist-involved crashes occurred south of Rio Bravo Boulevard. These occurred at the intersections of Coors Boulevard and El Charro Place, Raymac Road and Palacio Drive, Isleta Boulevard and Lakeview Road, and 2nd Street and Heather Lane.

Of the 46 bicyclist-involved crashes in the Southwest, nine resulted in a severe injury or fatality. These crashes occurred at the intersections of Gonzales Road and Sunset Road, Five Points Road and Henry Circle, Atrisco Drive and Rosenda Garcia Road, Old Coors Drive and Sage Road, Coors Boulevard and Arenal Road, Coors Boulevard and Blake Road, Isleta Boulevard and Barcelona Road, 2nd Street and Rio Bravo Boulevard, and on Broadway Boulevard between Stock Drive and Rio Bravo Boulevard.

Tables 28 and 29 show the road segments and intersections with the most pedestrian and bicyclist-involved crashes in the Southwest.

Table 28. Southwest Community Area Top Pedestrian and Bicyclist-Involved Crash Road Segments

Road Segment	Number of Crashes
Rio Bravo Boulevard (Between Broadway Boulevard and Poco Loco Road)	12
Central Avenue (Between 110 th Street and Atrisco Vista Boulevard)	11
Rio Bravo Boulevard (Between Isleta Boulevard and Coors Boulevard)	10
Bridge Boulevard (Between La Vega Drive and Goff Boulevard)	8
Coors Boulevard (Between Gonzales Road and Tower Road)	7
Isleta Boulevard (Between Blake Road and Flora Vista Drive)	7
Coors Boulevard (Between Sage Road and Arenal Road)	6
Arenal Boulevard (Between Goff Boulevard and Coors Boulevard)	6
Bridge Boulevard (Between Goff Boulevard and Old Coors Drive)	5
Isleta Boulevard (Between Montrose Place and Valdora Road)	5
Coors Boulevard (Between Huseman Place and Blake Road)	5

Isleta Boulevard (Between Waldie Road and Lopez Road)	4
Coors Boulevard (Between Las Estancias Drive and Gun Club Road)	4

Table 29. Southwest Community Area Top Pedestrian and Bicyclist-Involved Crash Intersections

Intersection	Number of Crashes
Rio Bravo Boulevard and 2 nd Street	5
Rio Bravo Boulevard and Isleta Boulevard	4
Atrisco Vista Boulevard and Central Avenue	3
Coors Boulevard and Gonzales Road	3
Coors Boulevard and Bridge Boulevard	3
Bridge Boulevard and Goff Boulevard	3
Coors Boulevard and Arenal Road	3
Coors Boulevard and Blake Road	3

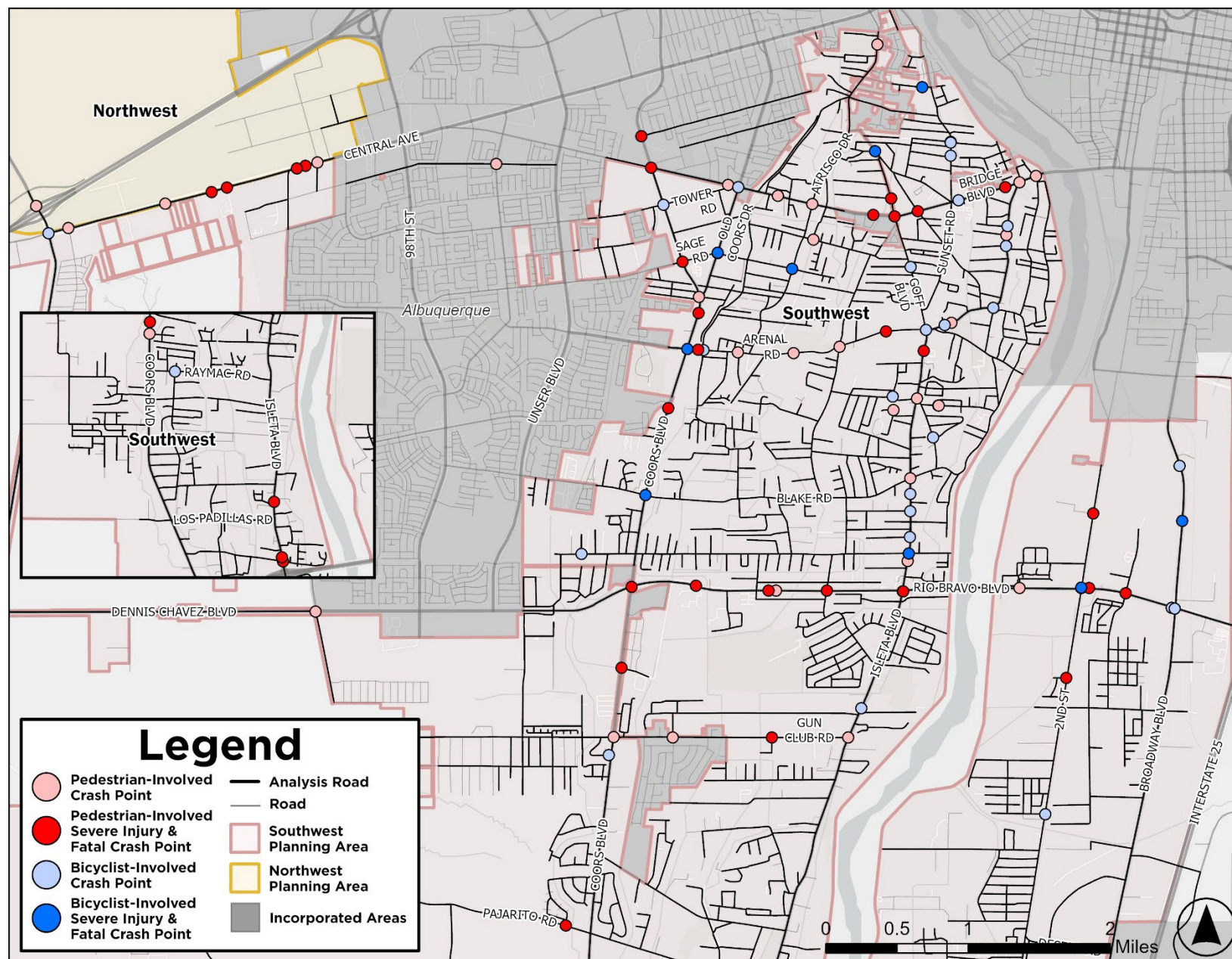
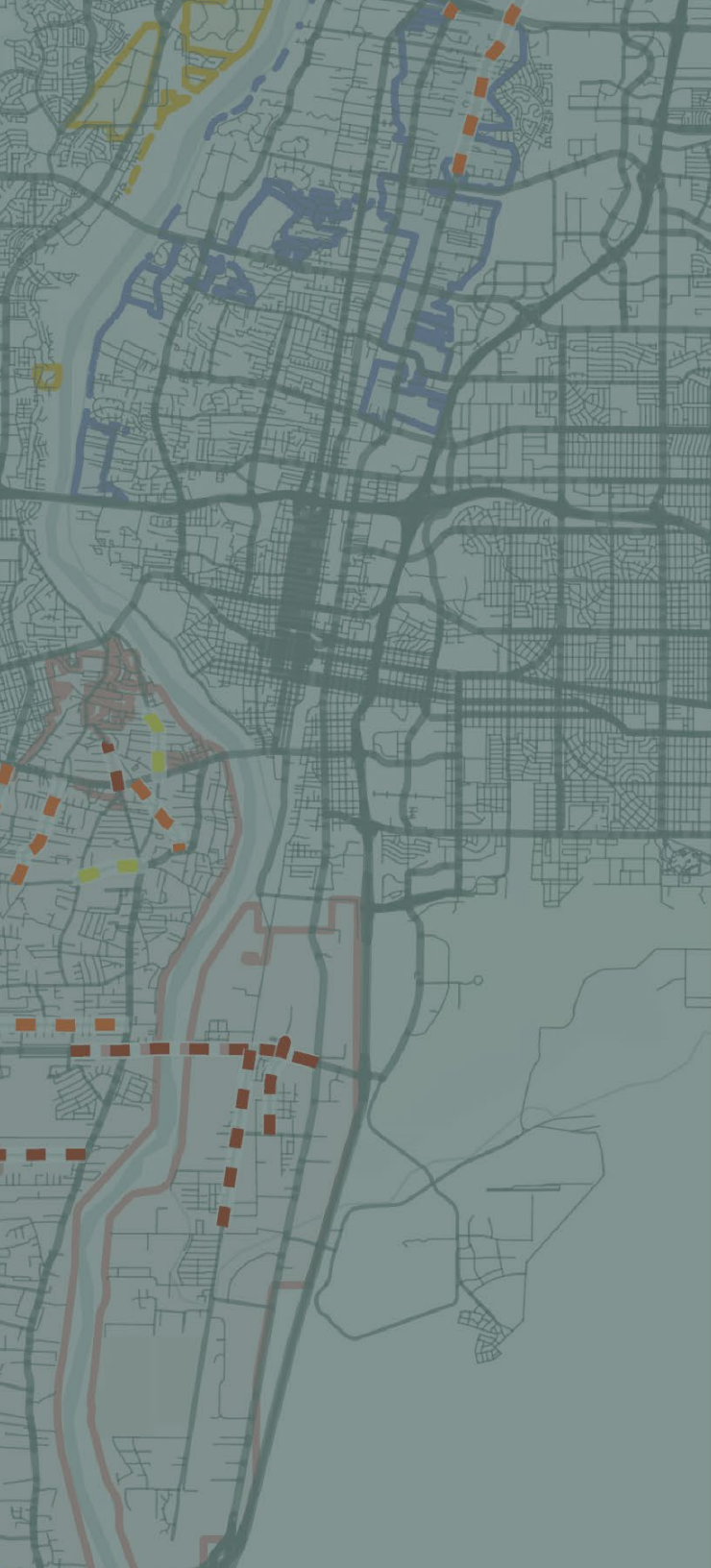


Figure 42. Southwest Pedestrian and Bicyclist Crash Locations Map



CHAPTER 4

PLAN RECOMMENDATIONS

4.0 PLAN RECOMMENDATIONS

4.1 POLICY & PRACTICE RECOMMENDATIONS

Improving pedestrian and bicyclist safety in Bernalillo County requires not only infrastructure investments but also the adoption of policies and practices that embed safety, equity, and accessibility into all aspects of planning, design, operations, and maintenance. These recommendations build upon existing County ordinances, such as the Complete Streets policy, while aligning with state and federal frameworks, including Vision Zero, the Safe Systems Approach, and the forthcoming Target Zero NM initiative.

Policy and practice strategies focus on **institutionalizing safety as a core value** across County departments, ensuring that every project, whether new construction, roadway rehabilitation, or routine maintenance, considers the needs of vulnerable road users. This includes establishing standards for data-driven decision-making, integrating equity criteria into project prioritization, and fostering cross-jurisdictional collaboration with agencies such as NMDOT, MRCOG, and the City of Albuquerque.

The recommendations are organized into four categories:

Policy Initiatives

- **Adopt a Vision Zero/Target Zero Policy.** As described in more detail in Section 2.1, the County commits to eliminating traffic-related fatalities and serious injuries by 2045, by adopting a resolution to implement a Vision Zero/Target Zero Initiative and Safe Systems Approach in all of its roadway and trail projects. This makes the County consistent with the City of Albuquerque, Mid-Region Council of Governments, and New Mexico Department of Transportation in terms of having an adopted Vision Zero/Target Zero Policy.
- **Adopt a Safe Speeds Policy** to establish context-sensitive speed management that reflects surrounding land uses, vulnerable user activity, and Vision Zero principles.
- **Formalize ADA-compliance audits** by requiring regular reviews of sidewalks, curb ramps, and signals, ensuring that both new and existing facilities meet accessibility standards.
- **Integrate Equity Scoring into Project Selection** so that improvements in disadvantaged or transportation-insecure communities receive higher priority in capital planning.

Operational Practices

- **Implement a Routine Safety Review Program** to analyze crash data and high-injury corridors annually, enabling quick deployment of countermeasures.
- **Institutionalize Maintenance Standards for Active Transportation** to ensure sidewalks, trails, and

bikeways are maintained at the same level as vehicular infrastructure, including snow/ice removal and vegetation control.

- **Update the Complete Streets Ordinance** to include the evaluation of reconfiguring roadway striping with routine maintenance projects that involve restriping roadways.
- **Coordinate with Albuquerque Public Schools (APS), City of Albuquerque, and Mid-Region Council of Governments (MRCOG)** for Vision Zero initiatives, community education, walking events, and project-level data support on student walking routes.
- **Coordinate with Bernalillo County Sheriff's Office (BCSO)** on enforcement opportunities and information about safety concerns.

Planning & Design Guidance

- **Update Bernalillo County Technical Standards** to expand upon the 2015 ordinance and provide technical standards for sidewalks, crossings, bikeways, and transit stops, utilizing FHWA Proven Safety Countermeasures, updated AASHTO Design Guides and NCACTO guidance. Provide consideration for transit lane widths and coordinate with ABQ Ride and other local transit agencies on transit related designs.
- **Coordinate with Traffic Engineering and Natural Resources** to update traffic calming policy to incorporate landscaping and GSI-LID measures.
- **Mandate Safety Impact Assessments for Development Proposals** to ensure that subdivisions

and site plans evaluate and mitigate pedestrian and bicyclist safety impacts prior to approval.

Community Engagement Practices

- **Establish a Pedestrian & Bicycle Advisory Committee** to bring together residents, advocacy groups, and County staff as an ongoing forum for reviewing safety policies and projects.
- **Expand Multilingual Outreach and Education** to ensure residents who speak Spanish, Navajo, or other languages have full access to safety information, surveys, and public engagement opportunities.

E-Bike Policy and Regulations

The County follows MRGCD's policy for e-bikes on multi-use trails. E-bikes are generally allowed in on-street bicycle facilities and on paved multi-use trails only. <https://www.cabq.gov/parksandrecreation/recreation/bike/e-bikes>

Currently, Bernalillo County falls under the State Law concerning e-bikes. In 2023 the NM State law (Chapter 66 Articles 1 & 3) was updated to define three classes of electric-assisted bicycles. The definitions and operation are provided in [Table 30](#).

Table 30. E-Bike Policy and Recommendations

Electric-Assisted Bicycle (e-bike) Class	NM State Law Definition	NM State Law Concerning the Operation of E-Bikes
Class 1	Electric-assisted bicycle equipped with a motor not exceeding 750 watts of power that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour	A person may ride a class 1 electric-assisted bicycle on a bicycle or pedestrian path where bicycles are authorized to travel; provided that a political subdivision of the state may prohibit the operation of a class 1 electric-assisted bicycle on a bicycle or pedestrian path within its jurisdiction.
Class 2	Electric-assisted bicycle equipped with a motor not exceeding 750 watts of power that provides assistance regardless of whether the rider is pedaling but ceases to provide assistance when the bicycle reaches a speed of twenty miles per hour	A person shall not ride a class 2 or class 3 electric-assisted bicycle on a bicycle or pedestrian path unless: (1) the path is within a street or highway; or (2) a political subdivision of the state permits the operation of a class 2 or class 3 electric-assisted bicycle on a path under its jurisdiction.
Class 3	Electric-assisted bicycle equipped with a motor not exceeding 750 watts of power that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight miles per hour	A person under sixteen years of age shall not operate a class 3 electric-assisted bicycle upon any street, highway or bicycle or pedestrian path, except that a person under sixteen years of age may ride as a passenger on a class 3 electric-assisted bicycle that is designed to accommodate passengers.

Finally, NM State law does not apply to a trail that is specifically designated as non-motorized and that has a natural surface tread that is made by clearing and grading the native soil with no added surfacing materials. A political subdivision of the state or a state agency having jurisdiction over a trail described in this subsection may regulate the use of an electric-assisted bicycle on that trail.

4.2 SAFETY STRATEGY TOOLBOX

The safety strategy toolbox is a collection of proven roadway interventions designed to enhance safety for pedestrians and bicyclists. It includes a range of strategies such as traffic calming measures, crossing enhancements, improved infrastructure, and visibility improvements that address common risk factors for pedestrians and bicyclists.

In the development of the plan's recommendations, the safety strategy toolbox served as a foundational guide for identifying safety improvements. The toolbox was informed by nationally recognized sources, including the FHWA Proven Safety Countermeasures (<https://highways.dot.gov/safety/proven-safety-countermeasures>) and Crash Modification Factors Clearinghouse (<https://cmfclearinghouse.fhwa.dot.gov/index.php>), which provide evidence-based strategies and performance data to support effective safety interventions.

The full safety strategy toolbox can be seen in [Table 31](#) and [Table 32](#).

Table 31. Safety Strategy Toolbox

Treatment	Description	Facility Type	FHWA Crash Reduction	CMF Factors	CMF Number	Construction Cost (Average, unless otherwise noted)	Unit
Bicycle Lanes	Addition of bicycle lane by shoulder or lane reduction	Collectors and Arterials ADT 4,000-10,000	-	0.514 (Total Crashes)	10738	\$5,000-\$20,000 (Depending on existing pavement condition)	Mile
		Collectors and Arterials ADT 4,000-10,000	-	0.734 (Total Crashes)	10738		
	Converting traditional bicycle lane into a separated bicycle lane with flexible delineator posts	Collectors and Arterials ADT 9,000-25,000	53% Bicycle Crash	0.468 (Bicycle Crashes)	11296		
Road Diets	Converting four-lane roadways into three-lane roadways with center turn lane	4-lane Collectors and Arterials ADT < 10,000 Strong Candidate ADT 10,000-20,000 Possible Candidate ADT > 20,000 Unlikely Candidate	19%-47% Total Crashes	0.530-0.812 (Total Crashes)	2841 & 5554	\$46,000-\$100,000	Mile
Walkways	Installing sidewalks	Urban Roads Roads with High Pedestrian Activity	65%-89% Pedestrian Crashes	0.240-0.598 (Pedestrian Crashes)	1333 & 11246	\$264,000	Mile
	Installing paved shoulders	Rural Roads with High Pedestrian Activity	71% Pedestrian Crashes	-	-	-	-
Crosswalk Visibility Enhancements	Install high visibility crosswalk	Should be considered at all midblock pedestrian crossings and uncontrolled intersections.	40% Pedestrian Crashes	0.6 (Pedestrian Crashes)	4123	\$2,500	Per Crossing
	Improved crosswalk lighting	ADT > 10,000	42% Pedestrian Crashes	-	-	\$11,000-\$42,000	
	Install advanced yield or stop markings and signs	ADT < 10,000 Speed Limit 30 mph or less 2-3 Lane Roads	25% Pedestrian Crashes	0.75 (Pedestrian Crashes)	9017	\$240-\$320	Each
	Install in-street pedestrian crossing sign	ADT < 10,000 Speed Limit 30 mph or less 2-3 Lane Roads	-	-	-	\$240	

Table 32. Safety Strategy Toolbox (cont.)

Treatment	Description	Facility Type	FHWA Crash Reduction	CMF Factors	CMF Number	Construction Cost (Average, unless otherwise noted)	Unit
Crossing Improvements	Install crosswalk on minor approach	Higher Volume Local Roads and Collectors	-	0.35 (Total Crashes)	3019	\$700	Per Crossing
	Install curb extension	Locations where curb ramp area has poor visibility, parked cars may encroach on crossing, or it is advantageous to reduce crossing distance.	-	0.63 (Total Crashes)	1786	\$2,000-\$20,000 (Average \$13,000)	Each
	Raised crosswalk	ADT < 9,000 Speed Limit 30 mph or less Local Roads and Collectors	-	0.55 (Pedestrian Injury Crashes)	136	\$7,000-\$31,000 (Average \$8,000)	Per Crossing
Pedestrian Refuges and Medians	Install raised median with marked crosswalk	ADT > 9,000 Speed Limit 35 mph or greater 3 or more lanes	46% Pedestrian Crashes	0.54 (Pedestrian Crashes)	175	\$6,000-\$9,000 (No landscaping)	Per Crossing
	Install pedestrian refuge island		56% Pedestrian Crashes	0.685 (Pedestrian Crashes)	8799	\$10,000-\$30,000 (With landscaping)	
Rectangular Rapid Flashing Beacons (RRFB)	Install a Rectangular Rapid Flashing Beacon	Particularly effective at multilane crossings with speed limits less than 40 mph ADT 533-49,402 Minor Arterials	47% Pedestrian Crashes	0.526 (Pedestrian Crashes)	9024	\$4,500-\$52,000 (Average \$22,250)	Per Crossing
Pedestrian Hybrid Beacon	Install a Pedestrian Hybrid Beacon	ADT > 9,000 Speed Limit 40 mph or greater	55% Pedestrian Crashes	0.309-0.453 (Pedestrian Crashes)	2922 & 9020	\$58,000	Per Crossing
Leading Pedestrian Interval	Allows pedestrians to enter crosswalk several seconds before vehicles get green light, increasing the visibility of pedestrians.	T-Intersections or One Way Streets Crossings with Poor Visibility Crossings with Vulnerable Populations	13% Pedestrian Crashes	0.87 (Pedestrian Crashes)	9918	\$200 (\$1,200 if ped study is conducted)	Per Crossing
Enforcement	Sobriety Checkpoints	County-wide	-	-	-	-	-
	Ignition Interlocks	County-wide	-	-	-	-	-
	Installation of Fixed Speed Cameras	High Pedestrian Areas	-	-	-	-	-

4.3 ACTIVETRANS PRIORITY TOOL

The ActiveTrans Priority Tool (APT) was used to analyze physical and socio-economic conditions and crash data to help prioritize locations for proposed pedestrian and biking improvements. The APT is the best practice for project prioritization using a multi-step analytical spreadsheet designed to rank multiple risk locations systematically and consistently for pedestrians and cyclists. The tool includes a predefined list of factors accompanied by subordinate variables. These variables consist of established criteria while also allowing for the inclusion of additional measuring parameters that reflect local priorities. Each variable is scaled to reflect its contribution to the overall rating based on the available data, and the factors are weighted to emphasize areas of greatest concern, mainly focusing on safety, existing conditions, and connectivity. The scaling can be adjusted according to local priorities, typically determined through stakeholder and public input. As noted in the previous Public Engagement Section, community surveys were used to help establish prioritization criteria. However, this input was not used to adjust the weighting of projects for the Bernalillo County Community Areas.

Determining Factors

The prioritization of recommended projects for Bernalillo County was guided by key factors from the APT list, as detailed in [Table 33](#). This study focused primarily on addressing the fundamental needs of pedestrians and cyclists, emphasizing factors that enhance safety, improve existing infrastructure, meet demand, strengthen connectivity, ensure equitable access, and comply with regulatory

requirements. While stakeholder input was qualitatively incorporated into the final project rankings, financial considerations, and funding opportunities were intentionally excluded from the initial prioritization process. This approach allowed us to focus on developing functional and inclusive pedestrian and cycling facilities that align with the Vision Zero framework, Safe Systems Approach, and Target Zero NM Safe Roads for All Initiatives. Financial constraints and funding opportunities were later addressed in the project's implementation phase.

Table 33. Factors Used to Prioritize Locations

Step 2: Select Factors	
Factor	Select?
Stakeholder Input	No
Constraints (Cost and Legal)	No
Opportunities (Upcoming Projects)	No
Safety	Yes
Existing Conditions	Yes
Demand	Yes
Connectivity	Yes
Equity	Yes
Compliance	No

Selecting Variables

[Table 34](#) identifies the carefully selected variables based on their relevance to pedestrians and cyclists and their feasibility to measure or collect data specific to Bernalillo County.

Following is a list of the variables that were selected with a brief explanation as to why they were chosen:

Table 34. Selecting Variables: Prioritizing Locations

Safety (Ped, All)
Total Ped Crash
Fatal & Severe Ped Crash
Existing Conditions (Ped, Segment)
Presence or Width of Paved Shoulders
Presence or Width of Bicycle Lanes
Presence and Width of Sidewalks
Number and Width of General Purpose Through Lanes
Traffic Speed
Demand (Ped, Segment)
Number of Bus Stops
Proximity to Public Attractors
Connectivity (Ped, Segment)
Facilities Don't Connect
Equity (Ped)
% Residents in Poverty
% Households with No Auto

Total Ped/Bike Crash

The total pedestrian and bike crash count, as compared to the fatal and severe injury (class KA), demonstrates all crash areas of concern between pedestrians, cyclists, and motorists. While it is crucial to prioritize fatal and severe injury crashes among our roadway users, the total count provides a broader list of locations and their potential for fatal and serious injuries.

Fatal & Severe Ped/Bike Crash

Fatal and severe crashes represent the highest concern areas. These areas are a high priority in the effort to have zero fatalities. The crashes in this section only reflect scenarios where a pedestrian or cyclist was involved in a fatal event.

Presence of Paved Shoulders, Bicycle Lanes, and Sidewalks

The presence of a pedestrian or bike facility is directly correlated with the identified risk and has an important influence on the prioritization of crash locations.

Number of Lanes

The number of lanes indicates higher traffic volumes and potentially higher vehicular travel speeds. More lanes also increase vehicle conflict points for pedestrians and cyclists crossing roadways.

Traffic Speed

Higher traffic speeds increase the danger for roadway users, especially vulnerable road users such as cyclists and pedestrians. The survivability of a crash is significantly reduced the higher the speed at impact. Posted traffic speeds were used to emphasize providing safe facilities for cyclists and pedestrians where higher speeds exist.

Number/Proximity to Bus Stops

Trip chaining with transit service(s) can provide safer transportation where walking or biking may not have been feasible. Ease of access for pedestrians and cyclists to transit

stops increases rideability in the surrounding areas and limits the need to use a personal vehicle. Proximity to and the number of transit stops for each roadway segment were used to help prioritize pedestrian and cyclist needs.

Proximity to Public Attractors

Schools, parks, and other public facilities are high-traffic areas for pedestrians and cyclists and are typically listed on the High Fatal Injury Network (HFIN). Public engagement was also used to identify local priorities and prioritize project locations.

Connections to Existing Facility

This variable is an identified risk factor in areas where inconsistent or incomplete facilities exist, forcing users to endure potentially dangerous conditions or avoid pedestrian and/or cycling when otherwise feasible. Measuring this variable will help prioritize areas where existing facilities are incomplete and do not fully serve the surrounding communities.

Percent of Households with No Auto or Fewer Autos than Workers

This metric describes individuals who are more likely to commute to work using active transportation or transit on a regular basis—one of the target audiences for the Safety Action Plan. A census data geodatabase was used to determine the percentage of households with more workers than vehicles. This dataset was used in the ATP to give some priority to underserved areas within Bernalillo County.

Percent of Residents in Poverty

The APT considers the percentage of residents in poverty as a metric, as these households have family members who are more likely to walk, use public transportation, or use a bicycle for transportation. This dataset also prioritizes underserved areas within Bernalillo County.

Weighting Factors

Five factors were weighed based on how the variables immediately address the needs of pedestrians and cyclists in Bernalillo County. These factors include Safety, Existing Conditions, Demand, Connectivity, and Equity.

Table 35 reflects these factors and their weight in prioritizing locations for pedestrian and cycling improvements. These factors are tailored to Bernalillo County, where collaboration with stakeholders was used for initial weighing. Those recommendations were taken to the public for input and validation through a community survey.

Table 35. Weighting Factors: Prioritizing Locations

Step 3: Weight Factors	
Factor	Weight
Safety	8
Existing Conditions	10
Demand	4
Connectivity	6
Equity	4
Assign weights on a scale of 0 to 10, with a 0 indicating the factor has no importance and 10 indicating that the factor is extremely important.	

Safety – (Weight 8)

Safety reflects the areas where crashes have occurred and demonstrates a high need for pedestrian and bike facility evaluation. A higher weight for safety helps ensure that locations where known pedestrian and/or bike crashes are occurring are prioritized for countermeasure implementation.

Existing Conditions – (Weight 10)

During the risk factor/inventory analysis, several locations were identified that lacked pedestrian and/or bicycle facilities. While total crashes for bikes and pedestrians suggest a need for countermeasures, the absence of shoulders, bike lanes, and sidewalks more fully demonstrates locations without feasible access.

Demand – (Weight 4)

Access to the “number of bus stops” reflects areas where sidewalk and bike facilities are a priority for longer trips using multiple modes of transportation. This factor, in connection with the connectivity factor, will prioritize areas of facility need regardless of whether or not crashes have occurred in those areas. It can also provide safer transportation where walking or biking may not have been feasible. This also provides some equity to underserved areas within Bernalillo County.

Connectivity – (Weight 6)

One of the risk factors identified in the risk factor/inventory analysis was the lack of connecting facilities, which was also confirmed in the Public Engagement process. The

connectivity variable was given the third highest weight to prioritize locations that also lack interconnected facility.

Equity – (Weight 4)

The equity factor gives higher weight to underserved communities where vehicle ownership is low, and people are more likely to walk, bike, or use the transit system. Ensuring underserved communities have safe and reliable transportation options to school, employment, and services is a key element of the Safety Action Plan.

4.4 RECOMMENDATIONS

The ActiveTrans Priority Tool used to develop the prioritization process ensures that resources are directed toward projects with the greatest potential to enhance pedestrian and cyclist safety and accessibility. The priority projects of this plan were developed using a data-driven process combined with public engagement and stakeholder consultation.

This process enabled the development of a list of 25 projects categorized by four priorities. [Figure 43](#) displays the recommendations across the county and the pages following provide tables and maps ([Figures 44, 45, 46, and 47](#)) separated by priority level which offer planning level details of this plan’s recommendations. The tables include a project ID, priority level, Community Area location, the roadway name, project endpoints, description of improvement recommendation, cost estimate, timeframe estimate, and funding opportunities. Below offers more detail for the timeframe, funding, and cost estimates.

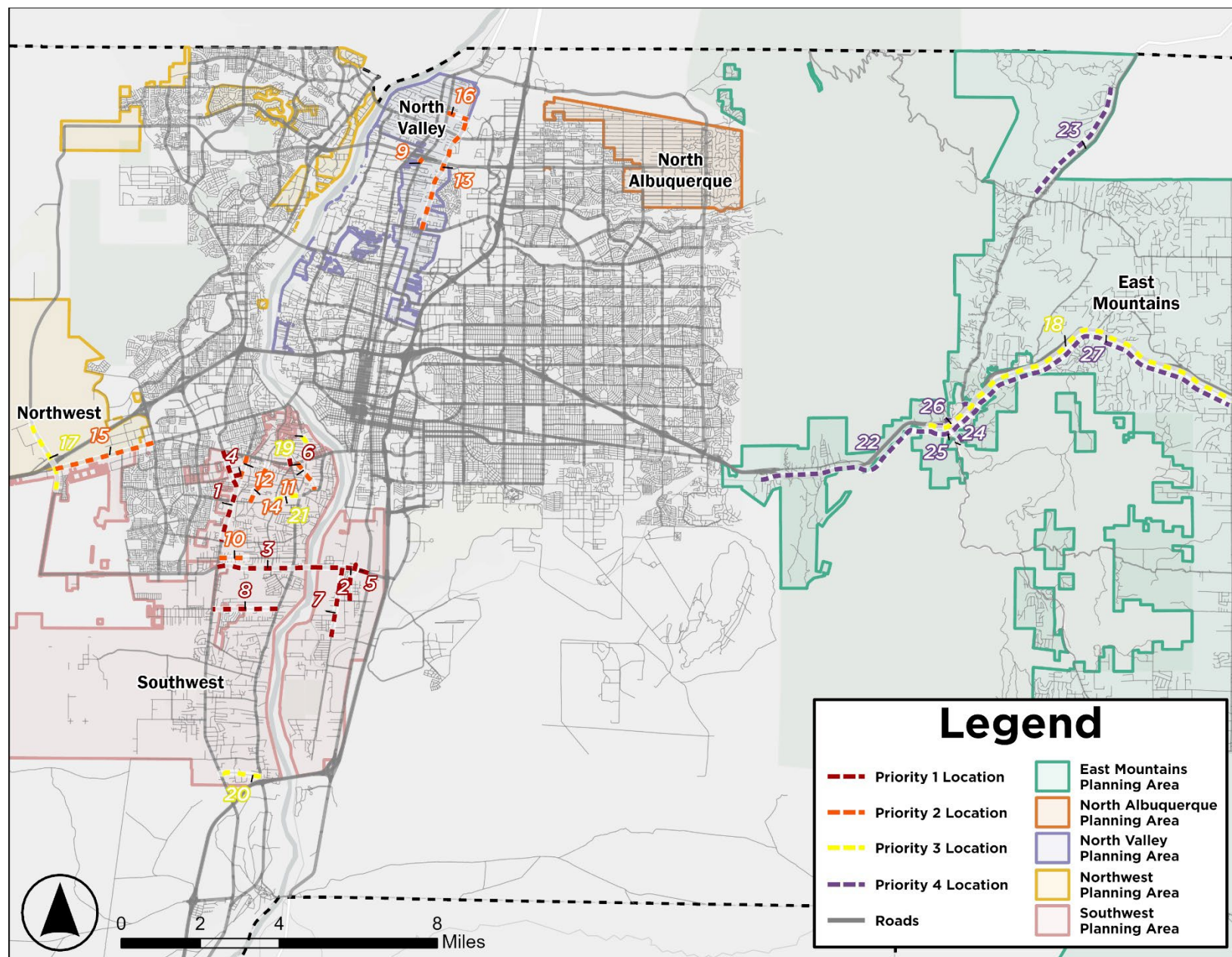


Figure 43. Priority Recommendations Overview Map

Priority 1 Recommendations

Priority 1 recommendations represent the highest-priority locations for pedestrian and bicycle safety improvements in Bernalillo County's unincorporated areas. Each project in this category addresses critical safety concerns documented through crash data analysis, serves areas with significant pedestrian and bicycle demand, and helps close crucial gaps in the county's multi-modal transportation network.

These recommendations have been strategically selected to enhance safety along major corridors where pedestrians and cyclists face the highest risk, particularly in areas lacking basic infrastructure. Many of these improvements focus on essential connections like river crossings, transit routes, and corridors linking residential areas to schools, employment centers, and community services. The Priority 1 designation indicates an urgent need for implementation, though individual project timelines vary based on complexity, required engineering studies, and construction considerations.

The total investment for Priority 1 projects is approximately \$3 million, encompassing seven distinct improvements across the county's planning areas. While most of these projects are concentrated in the Southwest Planning Area, reflecting both population density and documented safety needs, each improvement has been carefully chosen to maximize impact on network safety and connectivity.

Below are detailed descriptions of each Priority 1 recommendation.

Priority ID 1: Coors Road (Blake Rd to Bridge Blvd)

This high-priority sidewalk project addresses critical pedestrian safety needs along a major arterial corridor. The project aims to close existing sidewalk gaps by connecting discontinuous segments between Arenal Road and Old Coors, as well as between Tower Road and Bridge Boulevard. This corridor experiences high pedestrian activity due to adjacent residential areas and commercial destinations, making continuous sidewalk infrastructure essential for safety. The short-term implementation timeline reflects the project's urgency and relatively straightforward construction requirements.

Priority ID 2: Rio Bravo Boulevard (Rio Grande to Broadway Blvd)

This corridor is one of only two Rio Grande crossings serving the South Valley within unincorporated Bernalillo County, making it a crucial east-west connection for all transportation modes. The proposed buffered bike lane will provide dedicated space for cyclists along this essential thoroughfare, with clear markings and signage to improve visibility and reduce conflict points with vehicular traffic. The strategic importance of this river crossing means that safe bicycle infrastructure here will significantly enhance regional connectivity and provide a critical link between communities on both sides of the Rio Grande. The project includes a connection to the existing multi-use path at Dean Drive SW. The short-term timeline is feasible due to sufficient right-of-way availability and minimal required construction.

Priority ID 3: Rio Bravo Boulevard (Coors Blvd to the Rio Grande)

As one of just two Rio Grande crossings in unincorporated Bernalillo County, this segment of Rio Bravo Boulevard serves as a vital connection between eastern and western portions of the South Valley. The proposed sidewalk installation project prioritizes pedestrian access along this crucial corridor, which also serves as an established bus route. Currently, transit users and pedestrians lack safe walking facilities along this essential river crossing, creating significant safety concerns given the high traffic volumes and regional importance of the roadway. The mid-term timeline accounts for necessary drainage studies and potential right-of-way considerations. The improvements will enhance transit accessibility and pedestrian safety along this regionally significant corridor that connects communities across the Rio Grande.

Priority ID 4: Sage Road (Coors Blvd to Old Coors Dr)

This comprehensive improvement recommendation requires detailed engineering analysis to determine optimal facility placement. Options include shoulder widening, sidewalk installation (pending drainage study), or alternative pedestrian/bicycle facilities. The mid-term timeline reflects the need for technical studies and potential drainage improvements. This project addresses both pedestrian and cyclist safety needs in an area with documented crashes.

Priority ID 5: Prince Street (Prosperity Ave to Camino Del Tren Ave)

This multi-modal improvement recommendation combines sidewalk installation along an existing bus route with shoulder widening to accommodate bicycle traffic. The project emphasizes connectivity to the train station, enhancing multi-modal transportation options. The mid-term timeline accounts for coordination with transit authorities and potential utility relocations.

Priority ID 6: Goff Boulevard (Tapia Blvd to 5 Points Rd)

This short-term recommendation focuses on sidewalk installation with enhanced crossing features. The improvements include strategic signage and striping at crossing locations, connecting to existing sidewalk infrastructure. The project addresses immediate pedestrian safety needs in an area with high pedestrian activity and documented safety concerns.

Priority ID 7: 2nd Street (Shirk Ln to Rio Bravo Blvd)

This comprehensive improvement recommendation addresses a critical gap in the active transportation network along 2nd Street by including sidewalk installation along the west side of the corridor and coordinating with the existing bus network. Currently, pedestrians must walk along unpaved shoulders or informal paths to access bus stops, creating unsafe conditions particularly during inclement weather or after dark. The project proposes either extending the existing multi-use path northward to the Rail Runner station or implementing alternative facilities such as separated bike lanes with enhanced pedestrian infrastructure.

It is important to note recommended Priority ID 7 on 2nd Street takes on heightened importance with the planned Aldea del Rio development, a vibrant mixed-use neighborhood that will bring 207 new housing units in its first phase (with potential for 600+ additional units in future phases) to the intersection of 2nd Street and Rio Bravo Boulevard. The development's emphasis on connectivity and alternative transportation, combined with its proximity to the Rail Runner station, will generate significant new pedestrian and bicycle traffic along this corridor. The proposed improvements include sidewalk installation along the west side of 2nd Street, coordinating with the existing bus network, and either extending the existing multi-use path or implementing alternative facilities northward to the train station. The project will serve both the existing community and the future residents of Aldea del Rio, who will rely on these facilities for access to transit, the agricultural processing facility, and other community amenities. The mid-term timeline reflects the complexity of integrating multiple transportation modes and coordinating with transit infrastructure and new development pattern.

Priority ID 8: Gun Club Road (Coors Blvd to Isleta Blvd)

This comprehensive improvement recommendation requires detailed engineering analysis to determine optimal facility placement. Options include shoulder widening, sidewalk installation (pending drainage study), or alternative pedestrian/bicycle facilities. The mid-term timeline reflects the need for technical studies and potential drainage improvements. This project addresses both pedestrian and cyclist safety needs in an area with documented crashes.

Table 36. Priority 1 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
1	1	SW	District 2	Coors Blvd	Blake Rd to Bridge Blvd	Sidewalk and buffered bike lane	2.42 Miles	\$95,000	Short-Term (0–2 Years)	HSIP, TAP, Local Capital Improvement Funds
2	1	SW	District 2	Rio Bravo Blvd	Rio Grande to Broadway Blvd	Existing County and NMDOT sidewalk, bike lane, trail projects	1.29 Miles	\$45,000	2026	A301001 TIP
3	1	SW	District 2	Rio Bravo Blvd	Coors Blvd to Rio Grande	Sidewalk and bike lanes and multi-use trail	2.56 Miles	\$475,000	Mid-Term (2–5 Years)	Corridor Study
4	1	SW	District 2	Sage Rd	Coors Blvd to Old Coors Dr	Sidewalk and bike lanes	0.26 Miles	\$540,000	Mid-Term (2–5 Years)	Local Capital Improvement Funds, Local Bond Measures
5	1	SW	District 2	Prince St	Prosperity Ave to Camino Del Tren	Existing County sidewalk and bike lane project	0.95 Miles	\$610,000	Mid-Term (2–5 Years)	Designed
6	1	SW	District 2	Goff Blvd	Tapia Blvd to 5 Points Rd	Sidewalks and bike lanes	0.48 Miles	\$230,000	2026	A300505 CMAQ
7	1	SW	District 2	2nd St SW	Shirk Ln to Rio Bravo Blvd	Existing County sidewalk project	1.78 Miles	\$550,000	2028	A302301 FLAP
8	1	SW	District 2	Gun Club Rd	Coors Blvd to Isleta Blvd	Sidewalks and bike lanes	1.64 Miles	\$480,000	Mid-Term (2–5 Years)	HSIP, TAP, Local Capital Improvement Funds

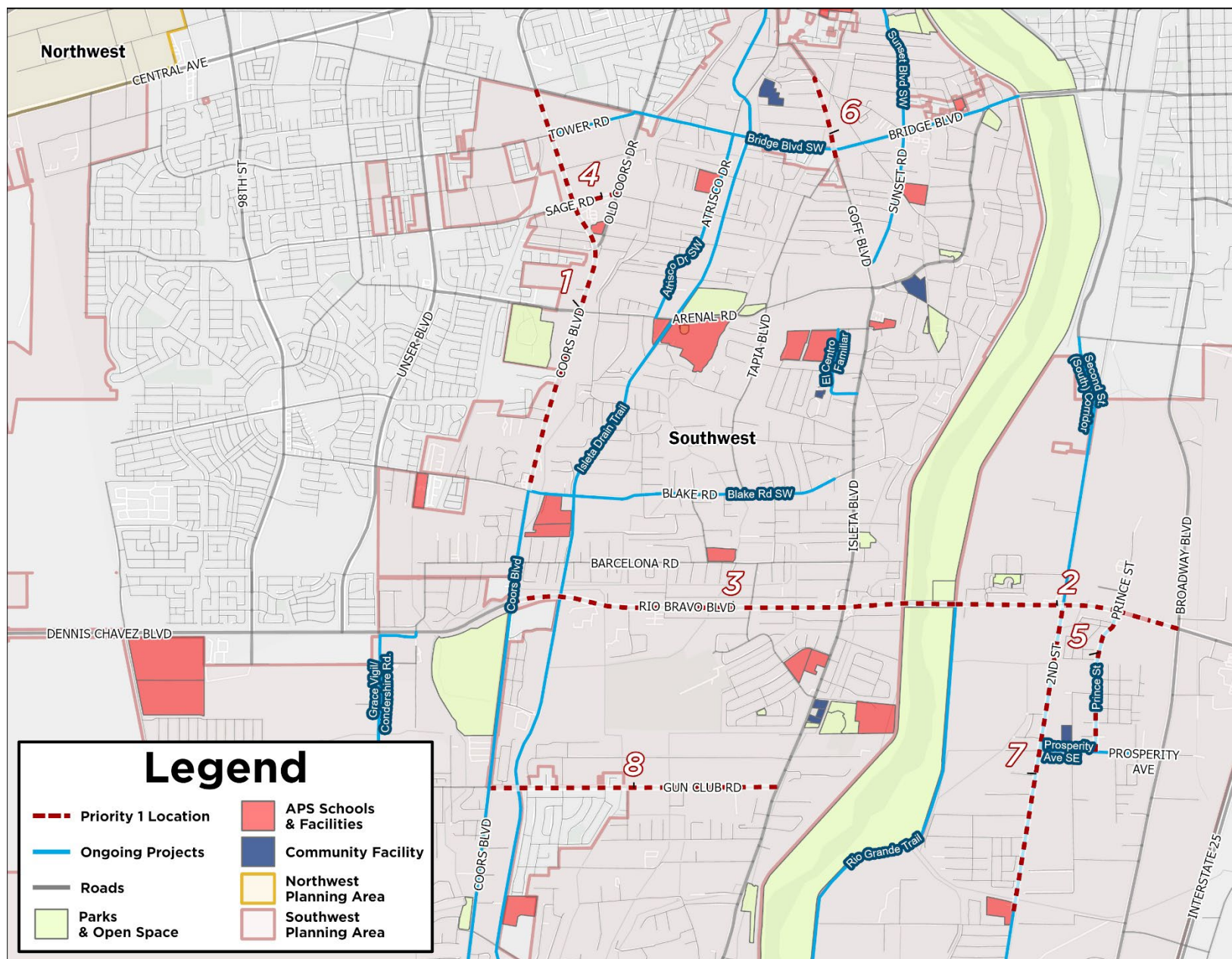


Figure 44. Priority 1 Recommendations Map

Priority 2 Recommendations

Priority 2 recommendations represent significant opportunities to enhance pedestrian and bicycle safety in areas that demonstrate clear needs but may not face the immediate critical safety concerns seen in Priority 1 locations. These recommendations were identified through the ActiveTrans Priority Tool analysis and refined through community input, focusing on corridors that would benefit from improved infrastructure but currently experience lower crash rates or pedestrian/bicycle volumes than Priority 1 areas.

The seven Priority 2 recommendations, totaling approximately \$5.9 million in estimated costs, focus on strategic improvements that enhance network connectivity and address safety concerns before they become critical issues. These recommendations include enhanced pedestrian facilities near schools, strategic corridor improvements that connect existing infrastructure, and projects that improve access to transit and community destinations. Many of these recommendations are in areas experiencing or anticipating development pressure, making proactive infrastructure improvements particularly important.

While these locations may not demonstrate the highest current safety needs, implementing these recommendations would significantly improve the overall safety and accessibility of Bernalillo County's multi-modal transportation network, particularly in areas where anticipated growth may increase future demand for pedestrian and bicycle facilities.

Table 37. Priority 2 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
9	2	NV	District 1	2nd St NW	Hacienda Rd to El Pueblo Rd	Sidewalk to tie into existing infrastructure	0.14 Miles	\$25,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP
10	2	SW	District 2	Barcelona Rd	Coors Blvd to Barcelona Cir	Existing County sidewalk and bike lane project	0.78 Miles	\$230,000	2026	A302175 STPU
11	2	SW	District 2	Gatewood Ave	Isleta Blvd to Bridge Blvd	Sidewalk installation - priority for schools; tie into existing	0.86 Miles	\$420,000	Mid-Term (2–5 Years)	Safe Routes to School, Local Capital Improvement Funds
12	2	SW	District 2	Old Coors Dr	Coors Blvd to Bridge Blvd	Sidewalks and bike lanes	0.82 Miles	\$1,070,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures, CDBG
13	2	NV	District 1	Edith Blvd	Osuna Rd to Alameda Rd	Sidewalk and bikeway installment along roadway	3.07 Miles	\$1,155,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures, CDBG
14	2	SW	District 2	Atrisco Dr (South)	Arenal Rd to Bridge Blvd	Sidewalks and bike lanes	1.19 Miles	\$580,000	Mid-Term (2–5 Years)	Local Capital Improvement Funds, HSIP, TAP
15	2	NW	District 2	Central Ave	Atrisco Vista Blvd to 98 th St	Install multi-use trail or large, paved shoulder to provide connection in the community	2.58 Miles	\$1,250,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures
16	2	NV	District 4	Alameda Rd	2 nd St NW to North Diversion Channel	Multi-use trail	0.54 Miles	\$1,200,000	Long-Term (5+ Years)	Local Capital Improvement Funds, HSIP, TAP

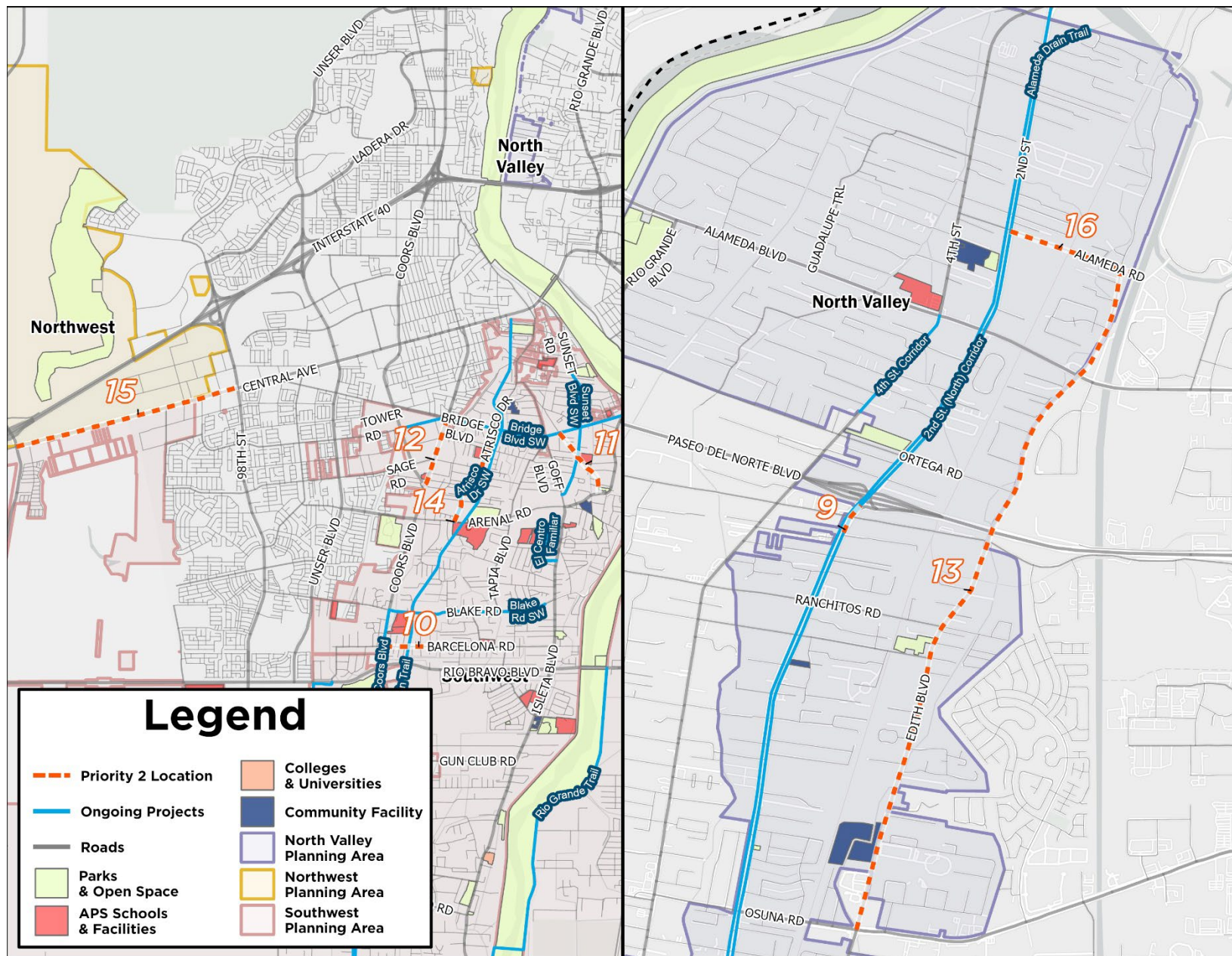


Figure 45. Priority 2 Recommendations Map

Priority 3 Recommendations

Priority 3 recommendations identify opportunities for safety and connectivity improvements in areas that experience lower pedestrian and bicycle activity compared to Priority 1 and 2 locations. While these locations have fewer documented safety issues, they represent important potential enhancements to the county's active transportation network. These recommendations, totaling approximately \$6.7 million across five distinct improvements, focus on creating safer connections in less densely populated areas and enhancing facilities where future growth is anticipated.

Several of these recommended improvements serve the East Mountains area, recognizing the unique transportation challenges in this more rural setting. Others focus on completing network gaps in the Southwest Planning Area where development patterns are changing. While these locations may have fewer documented crashes or lower current usage rates, the suggested improvements are designed to proactively enhance safety and encourage active transportation as these areas continue to develop.

The Priority 3 designation allows for more flexible implementation timing, with recommended improvements ranging from short-term sidewalk installations to long-term corridor enhancements. Each recommendation has been carefully selected to balance current safety needs with future connectivity goals, ensuring strategic investment in the county's expanding active transportation network.

Table 38. Priority 3 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
17	3	NW	District 1	Atrisco Vista Blvd	Tierra West Estates to Prime Ave	Sidewalks, buffered bike lanes, and multi-use trail	1.87 Miles	\$700,000	Mid-Term (2–5 Years)	A302184 TBD
18	3	EM	District 5	NM 333	Public School Rd to Bernalillo County Boundary	Provide Wide shoulders for bike facility and pedestrian passage; tie into NM-14	10.14 Miles	\$5,050,000	Long-Term (5+ Years)	IIJA Grants, STBG, Local Bond Measures, CDBG
19	3	SW	District 2	Sunset Rd	Bridge Blvd to Sunset Gardens	Sidewalk to tie into existing infrastructure	0.63 Miles	\$265,000	2026	A301741 TIP
20	3	SW	District 2	Malpais Rd	Coors Blvd to Isleta Blvd	Consider side path (asphalt sidewalk); tie into proposed facilities intersecting roadway	1.04 Miles	\$480,000	Mid-Term (2–5 Years)	HSIP, TAP, Local Capital Improvement Funds
21	3	SW	District 2	Arenal Rd	Tapia Blvd to Goff Blvd/Isleta Blvd	Sidewalk to tie into existing infrastructure	0.62 Miles	\$265,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP

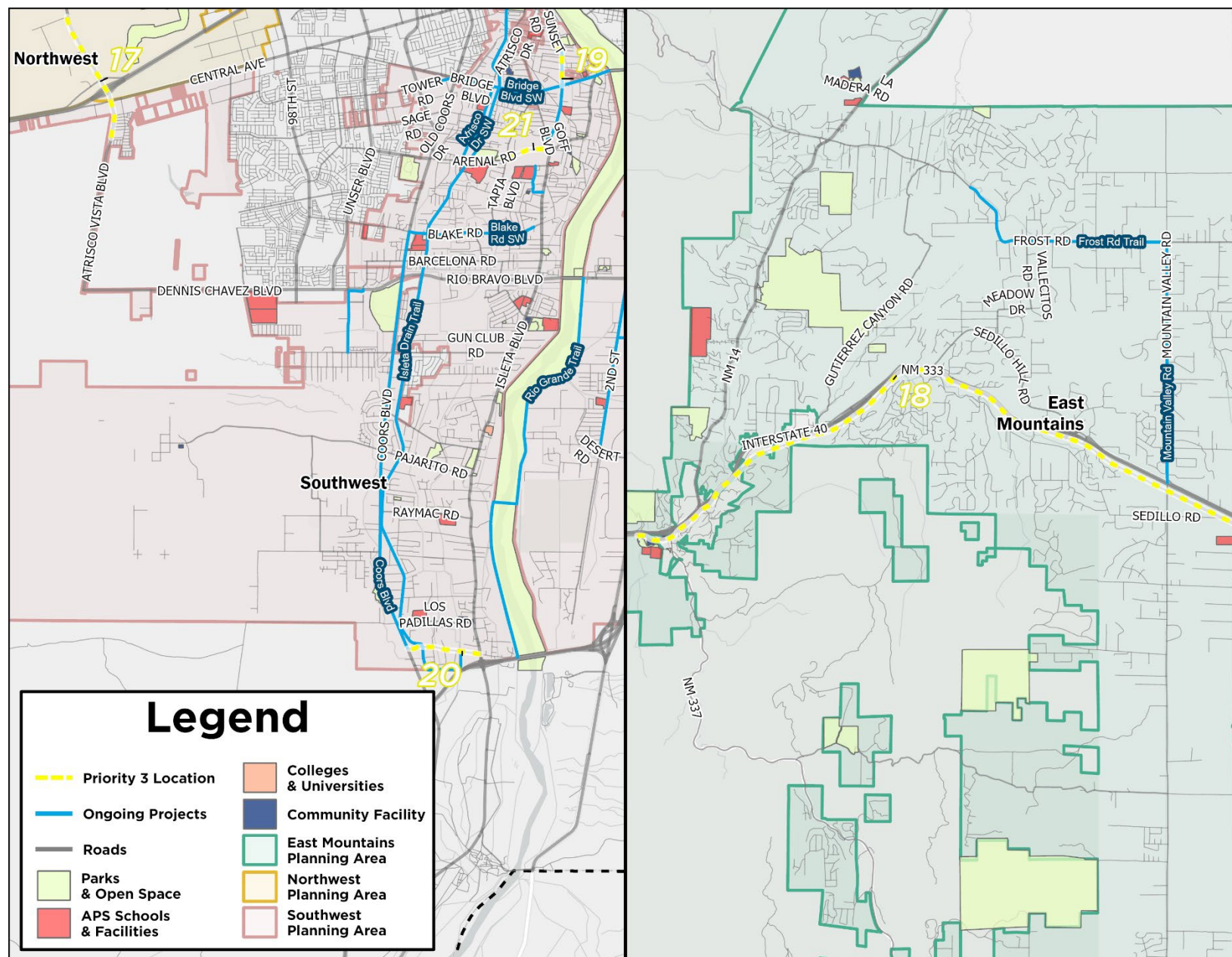


Figure 46. Priority 3 Recommendations Map

Priority 4 Recommendations

Priority 4 recommendations are focused specifically on the East Mountains Planning Area, representing important opportunities to enhance pedestrian and bicycle safety in this unique rural environment. While these locations did not score as highly in the ActiveTrans Priority Tool analysis compared to more urbanized areas of the county, they were identified through extensive community engagement and stakeholder input as important connections for the East Mountains community.

The six Priority 4 recommendations, totaling approximately \$5.4 million in estimated costs, reflect the distinct character and needs of the East Mountains area. These recommendations emphasize improvements along key corridors like NM 333, NM 14, and NM 337, with particular attention to creating safe connections between community destinations and enhancing recreational opportunities. They account for the area's rural context while acknowledging the growing need for safe pedestrian and bicycle facilities in this traditionally auto-oriented environment.

These recommendations were developed with careful consideration of the East Mountains' unique topography, lower population density, and distinct transportation patterns. While they may serve fewer users than recommendations in more urbanized areas, they play a crucial role in creating a comprehensive, county-wide network that serves all residents, regardless of their location within the county.

Table 39. Priority 4 Recommendations List

ID	Priority	Community Area	County Commission District	Road	Endpoints	Recommendation	Project Length	Cost Estimate	Timeframe	Potential Funding
22	4	EM	District 5	NM 333	I-40 Carnuel exit to NM 14	(Rio Grande Trail Spur) Bike Lanes	5.80 Miles	\$20,000	Short-Term (0–2 Years)	Safe Streets and Roads for All (SS4A), Local Capital Improvement Funds
23	4	EM	District 5	NM 14	Frost Rd to Paa-Ko Golf Dr	Trail Extension	3.52 Miles	\$4,405,000	Long-Term (5+ Years)	Partially Designed
24	4	EM	District 5	NM 337	Forest Rd 423 to NM 333	Bike Lanes and Sidewalks	0.54 Miles	\$500,000	Mid-Term (2–5 Years)	HSIP, TAP, Local Capital Improvement Funds
25	4	EM	District 5	Public School Rd	NM 333 to NM 337	Sidewalks	0.70 Miles	\$185,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP
26	4	EM	District 5	NM 333	Public School Rd to NM 14	Sidewalks	1.14 Miles	\$335,000	Short-Term (0–2 Years)	Local Capital Improvement Funds, HSIP, TAP
27	4	EM	District 5	NM 333	NM 14 to NM 217	Bike Lanes	9.05 Miles	\$25,000	Short-Term (0–2 Years)	Safe Streets and Roads for All (SS4A), Local Capital Improvement Funds

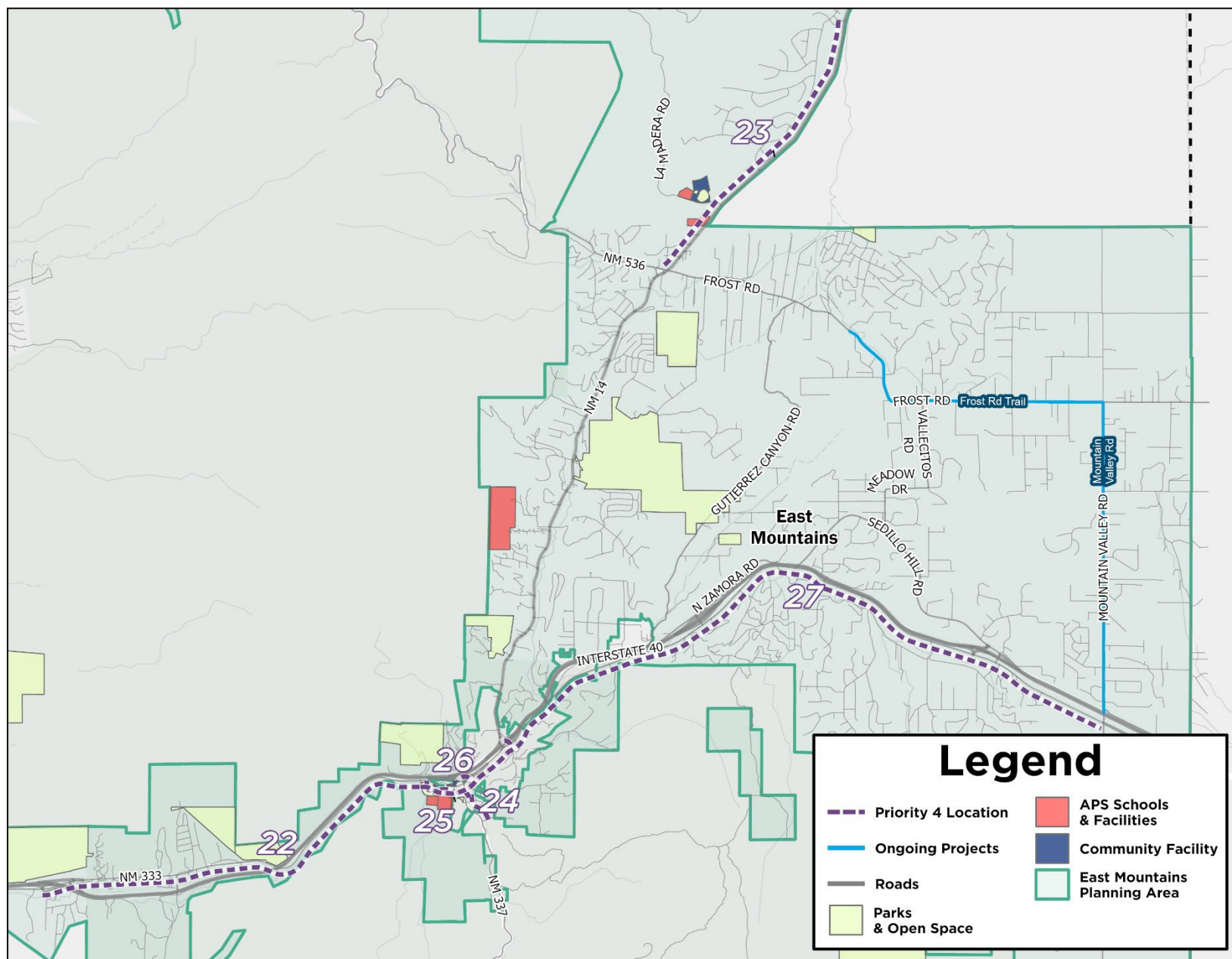


Figure 47. Priority 4 Recommendations Map



CHAPTER 5

FUNDING GUIDE

5.0 FUNDING GUIDE

This comprehensive guide outlines available funding sources for implementing pedestrian improvements in Bernalillo County, including federal, state, and local funding mechanisms.

5.1 FEDERAL FUNDING SOURCES

Safe Streets and Roads for All (SS4A) Grant Program

- Federal funding aimed at enhancing street safety and accessibility
- Focus: Reduce pedestrian and cyclist injuries through infrastructure and design innovations (e.g., intersection upgrades, improved crosswalks, enhanced connectivity)
- Priorities: Intersection safety, pedestrian facility upgrades, and transit integration
- Eligibility: Local governments, state agencies, and eligible organizations; supports projects from planning through construction

Highway Safety Improvement Program (HSIP)

- Targets high-priority safety improvements at locations with documented crash histories
- Ideal for crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), signage, and speed feedback signs
- Focuses on high-crash corridors like Trinity Drive and Diamond Drive
- Requires demonstrated safety benefits through crash reduction analysis

- Annual application cycles with varying deadlines

Transportation Alternatives Program (TAP)

- Comprehensive support for pedestrian and bicycle infrastructure
- Primary funding for:
 - o New sidewalk construction and reconstruction
 - o Americans with Disabilities Act (ADA) compliance upgrades
 - o Enhanced pedestrian crossings
 - o Trail connectivity improvements
- Compatible with other funding sources for larger-scale projects

Surface Transportation Block Grant Program (STBG)

- Flexible funding suitable for diverse transportation projects
- Supports:
 - o Major corridor improvements
 - o Comprehensive sidewalk reconstruction
 - o Strategic intersection modifications
 - o Modern pedestrian signal systems
- Accommodates both targeted and corridor-wide improvements

Infrastructure Investment and Jobs Act (IIJA) Grants

- Significant funding for large-scale infrastructure projects
- Optimal for:
 - o Complete corridor renovations
 - o System-wide accessibility improvements

- o Complete streets implementations
- o Integrated improvement packages

Safe Routes to School Program

- Specialized funding for school-adjacent pedestrian safety
- Supports:
 - o Enhanced school zone safety features
 - o Modern crosswalk systems
 - o Advanced warning systems
 - o Direct school access improvements

Recreational Trails Program

- Focused on trail system enhancement
- Funds:
 - o Enhanced trail access points
 - o Seamless sidewalk-to-trail connections
 - o Modern trailhead facilities
 - o Comprehensive wayfinding systems

Congestion Mitigation and Air Quality (CMAQ) Program

- Supports sustainable transportation initiatives
- Funds projects reducing vehicle emissions through improved pedestrian access
- Prioritizes high-traffic areas and major corridors

5.2 STATE AND LOCAL FUNDING SOURCES

Local Capital Improvement Funds

- Efficient funding for immediate needs:
 - o Ongoing maintenance
 - o Critical repairs

- o Rapid-implementation projects
- o Federal grant matching funds

5% Trails and Bikeways Bond Funding

Purpose. The intent of this section is to establish funding for trails and bikeways which will be consistent with the PBSAP from 2012, any subsequent updates to the plan or any county adopted trails and bikeways plan.

Funding Framework

- Allocates 5% of General Obligation bond funds from roads and storm drainage to trails/bikeways
- Establishes sustainable funding for pedestrian infrastructure
- Demonstrates commitment to accessible transportation

Project Eligibility

- Trail construction and maintenance
- Bikeway system improvements
- Access point enhancements
- Multimodal network integration

Strategic Benefits

- Provides consistent local funding
- Ensures long-term infrastructure investment
- Supports environmental sustainability goals

Local Bond Measures

- Enables major capital improvements
- Features:

- o Voter-approved funding
- o Comprehensive improvement packages
- o Dedicated local funding stream

Community Development Block Grants (CDBG)

- Targeted improvements in qualifying areas
- Supports:
 - o Strategic ADA compliance updates
 - o Enhanced neighborhood connectivity
 - o Accessibility improvements
 - o Projects benefiting underserved communities

State Transportation Innovation Grants

- Supports innovative transportation solutions
- Funds smart transportation features and pilot programs

New Mexico FUNDIT

- Connects projects with 20+ funding sources
- Supports various development initiatives:
 - o Business development
 - o Community Enhancement
 - o Infrastructure improvements
 - o Housing projects
 - o Opportunity zone development



CHAPTER 6

IMPLEMENTATION

6.0 IMPLEMENTATION

The Implementation Section represents the culmination of the Bernalillo County 2025 Pedestrian and Bicyclist Safety Action Plan, providing a strategic framework for executing the plan's recommendations. This section outlines prioritized facilities proposed for construction in unincorporated areas of Bernalillo County, designed to enhance pedestrian and cyclist safety by addressing network gaps and safety deficiencies in the active transportation infrastructure.

6.1 IMPLEMENTATION TIMEFRAME

Implementation Timeframe

Projects are categorized into three implementation timeframes based on complexity, cost, and preparatory requirements. Projects involving basic sidewalk installations or bike lanes are generally categorized as short-term, while large-scale corridor improvements and multi-use paths are typically designated as long-term projects.

Short-Term (0–2 Years):

- Projects requiring minimal pre-construction work
- Typically includes basic sidewalk installations and bike lane improvements
- Can be implemented immediately with available funding

Mid-Term (2–5 Years):

- Projects requiring moderate planning and design

- May involve coordination between multiple jurisdictions
- Moderate funding requirements

Long-Term (5+ Years):

- Complex projects with significant pre-construction activities
- Requires extensive coordination or right-of-way acquisition
- Higher costs potentially requiring federal funding
- May involve multi-jurisdictional coordination

Potential Funding

Each project has been matched with one or more funding sources (more details in the Funding Section), ensuring appropriate mechanisms are identified for projects of varying scales and complexities. The funding sources have been selected to align with project profiles, utilizing local and state programs for smaller or school-priority projects while leveraging federal or combined funding sources for more extensive, complex improvements.

6.2 COST CONSIDERATIONS

This offers a planning-level assumption of costs for the construction of recommendations. It does not include expenses for engineering studies or engagement and is used only to provide a general understanding of the cost range. Several projects may require additional engineering study estimates to account for: stormwater management; pavement

rehabilitation; utilities; right-of-way costs; or environmental clearance.

The total estimated cost for all identified projects is \$21,185,000 divided into two categories:

1. Standard Projects:
 - a. 25 pedestrian and bicyclist facility improvements
 - b. Combined estimated cost: \$6,869,474
 - c. Typically, shorter in length and lower in complexity
2. Major Projects:
 - a. 5 large-scale improvements
 - b. Combined estimated cost: \$9,619,690
 - c. Projects typically extending one mile or longer
 - d. May require a phased implementation approach

Cost estimates include:

- Physical construction costs for sidewalks (concrete construction)
- Additional asphalt for on-street bike improvements
- Trail improvements
- Potential alternative surface treatments to be determined during the design phase

Note: Major capital improvement projects will require comprehensive engineering estimates to account for:

- Stormwater management
- Pavement rehabilitation
- Utilities
- Right-of-way costs

- Environmental clearance (if required by funding source)

6.3 PROJECT PHASING CONSIDERATIONS

The implementation of larger projects, particularly those exceeding one mile in length or requiring federal funding, demands careful phasing consideration and adherence to specific procedural requirements. For example, projects utilizing federal funding must follow NMDOT's Tribal/Local Public Agency (T/LPA) process, which includes detailed requirements for project feasibility, preliminary design, and final design phases.

For longer corridors, strategic segmentation into logical, independent sections allows for more manageable implementation while ensuring each segment functions effectively on its own. This approach must consider safety needs, construction feasibility, and coordination with adjacent improvement projects. Funding alignment requires careful attention to various funding cycles and deadlines, with projects often needing to be strategically packaged to match funding requirements.

Construction coordination becomes particularly critical in developed areas, requiring integration with other planned infrastructure improvements and utility upgrades. This comprehensive approach to phasing ensures efficient project delivery while maximizing available resources and minimizing community disruption during implementation.

6.4 PERFORMANCE MONITORING

Implementation success should be monitored through:

1. Regular progress reviews of project completion
2. Assessment of safety improvements post-implementation
3. Tracking of funding utilization and efficiency
4. Community feedback on completed improvements

6.5 IMPLEMENTATION PROJECT TABLES

The following implementation tables comprehensively list prioritized pedestrian and bicycle projects. Each project's timeframe has been carefully determined by evaluating factors such as cost and complexity. Projects involving basic sidewalk installations or bike lanes are generally categorized as short-term, while large-scale corridor improvements and multi-use paths are typically designated as long-term projects.

Each project has been matched with one or more funding sources from the comprehensive funding guide, ensuring appropriate funding mechanisms are identified for projects of varying scales and complexities. The funding sources have been strategically selected to align with project profiles, utilizing local and state programs for smaller or school-priority projects while leveraging federal or combined funding sources for more extensive, complex improvements.

Table 40. Implementation Project Summary by Priority

Priority Level	Number of Projects	Total Estimated Cost	Recommended Timeframe
1	8	\$3,025,000	Short to Mid-Term
2	8	\$5,930,000	Short to Long-Term
3	5	\$6,760,000	Short to Long-Term
4	6	\$5,470,000	Short to Long-Term
Total	27	\$21,185,000	0-5+ Years

Table 41. Implementation Timeline by Project Count

Timeframe	Number of Projects	Percentage of Total	Estimated Total Cost
Short-Term (0-2 Years)	12	10.7%	\$2,270,000
Mid-Term (2-5 Years)	9	22.6%	\$4,785,000
Long-Term (5+ Years)	6	66.7%	\$14,130,000
Total	27	100%	\$21,185,000

Table 42. Implementation Projects by Community Area

Community Area	Number of Projects	Percentage of Total Investment	Total Estimated Cost
Southwest	15	29.9%	\$6,335,000
North Valley	3	11.2%	\$2,380,000
East Mountains	7	49.7%	\$10,520,000
Northwest	2	9.2%	\$1,950,000
North Albuquerque	0	0%	\$0
Total	27	100%	\$21,185,000

Table 43. Funding Source Utilization Matrix

Funding Source	Applicable Projects	Total Eligible Costs	Application Cycle
HSIP	10	\$4,145,000	Annual (typically due March)
TAP	10	\$4,145,000	Bi-annual
Local Capital Improvement Funds	14	\$5,150,000	Ongoing
IIJA Grants	4	\$8,525,000	Varies by program
Safe Routes to School	1	\$420,000	Annual
Local Bond Measures	5	\$9,065,000	Voter approval required
SS4A	2	\$45,000	Annual (typically due September)
STBG	4	\$8,525,000	Annual
CDBG	3	\$7,275,000	Annual

Table 44. Project Type Distribution

Project Type	Number of Projects	Total Cost	Average Cost per Project
Sidewalk Installation	8	\$2,525,000	\$315,625
Bikeway Installation	3	\$5,095,000	\$1,698,333
Multi-Use Trail Installation	3	\$6,855,000	\$2,285,000
Sidewalk and Bikeway Installation	10	\$5,490,000	\$549,0003
Sidewalk, Bikeway, and Multi-Use Trail Installation	3	\$1,220,000	\$406,666
Total	27	\$21,185,000	\$784,630

6.6 IMPLEMENTATION STRATEGY

Funding Priorities

1. Safety-Critical Projects
 - Leverage SS4A, HSIP, and STBG funding
 - Focus on documented high-risk areas
 - Implement rapid safety improvements
2. School Zone Enhancements
 - Utilize Safe Routes to School programs
 - Combine with local funding
 - Prioritize community-supported initiatives
3. ADA Compliance Updates
 - Access specialized compliance grants
 - Combine with TAP funding
 - Address highest-priority locations first
4. Corridor Improvements
 - Pursue IIJA grant opportunities
 - Integrate multiple funding sources
 - Implement strategic phasing

Strategic Approaches

1. Project Bundling
 - Group similar improvements
 - Organize by location or type
 - Create efficient funding packages
2. Matching Fund Strategy

- Leverage local funds
- Maintain flexible matching resources
- Consider bond measures for larger projects

3. Phased Implementation
 - Begin with high-impact, cost-effective projects
 - Build on early successes
 - Plan long-term improvements
4. Continuous Monitoring
 - Track funding opportunities
 - Monitor eligibility requirements
 - Update priorities regularly

Success Recommendations

1. Project Readiness
 - Maintain current design documentation
 - Track safety data
 - Update cost estimates regularly
2. Community Engagement
 - Document public input
 - Demonstrate clear benefits
 - Maintain open communication
3. Diverse Funding
 - Identify complementary sources
 - Create comprehensive funding packages
 - Maintain adaptable approaches

4. Documentation Focus

- Monitor safety metrics
- Track compliance needs
- Maintain current cost data

Monitoring and Updates

1. Annual Review

- Update safety data
- Track implementation progress
- Assess program effectiveness

2. Community Feedback

- Conduct bi-annual input sessions
- Gather stakeholder feedback
- Assess community impact

3. Priority Updates

- Consider:
 - Completed project impact
 - Emerging safety concerns
 - Changed conditions
 - Available funding
 - Community input