

APPENDIX A – EXISTING PLANS & STUDIES

The content in this document is organized by “plan type” first, and within each category, the content is listed in chronological order.

Plan Type

- **Summary of Current SAP:** An in-depth summary of the 2012 SAP
- **Bernalillo County Plans:** Plans addressing issues across the full geographic extent of Bernalillo County
- **Facility/Corridor Plans:** Plans detailing a specific facility or corridor (e.g., trail, drainage structure, bridge)
- **Area-Specific Transportation Plans:** Transportation plans focused on a defined area or sector
- **Area/Sector Plans:** Comprehensive or thematic plans for a particular area or sector
- **Other Jurisdiction Plans:** Plans produced by agencies outside Bernalillo County, such as NMDOT, MRCOG, or the City of Albuquerque

Summary of Current SAP

Bernalillo County Pedestrian and Bicycle Safety Action Plan – Bernalillo County, 2012

The 2012 Bernalillo County Pedestrian and Bicyclist Safety Action Plan outlines the development of pedestrian and bicyclist routes and amenities. The rank II plan covers all the unincorporated and non-Pueblo lands in Bernalillo County and was intended to be replaced after 10 years. The general goals introduced in the plan include:

- Ensure safety for all travelers along county roadways, especially children on routes to school, and access for disabled and elderly persons to transit stops.
- Provide choice in transportation to work, school, and shopping for all ages and abilities.
- Promote healthy lifestyles and recreational opportunities for all ages and abilities by encouraging residents to exercise daily.
- Reduce energy use and improvement of air quality.

The existing conditions analysis highlights the lack of adequate sidewalks and bike lanes as a major issue. The plan details the high number of streets without sidewalks and how the ones that do are often too narrow, in disrepair, or do not meet ADA standards. The inadequacy of most bikeways and bike lanes is also addressed, highlighting issues such as insufficient width, lack of signage and poor continuity. The plan proposes incorporating a ‘Complete Streets’ design approach, which prioritizes the safety of all roadway users rather than focusing solely on motorized vehicles to address the high accident rate among pedestrians and bicyclists.

The plan divides the unincorporated and non-Pueblo lands in the county and then analyzes and measures the existing pedestrian and bicycle system. The southwest area was found to have the greatest length of sidewalks, multi-use trails, and bike lanes. However, these facilities need repair and lack connectivity. The northwest area was also shown to have a great distance of sidewalks but that a high percentage needed repair. The northeast area was shown to have the least distance of sidewalks, although the majority were in good condition. There were also issues with the condition of the trails in the area. Overall, the 2012 Bernalillo County Pedestrian and Bicyclist Safety Action Plan proposes the creation of 22 miles of multi-use trails, 25 miles of bike lanes, and 208 miles of sidewalks across all areas.

The plan includes a long list of specific recommendations, which include:

1. Implement Complete Streets

- Rural Narrow Rights-of-Way:
 - o 40 ft. to 50 ft. ROW – sidewalk w/ buffer on both sides
 - o <40 ft. ROW – sidewalk w/ buffer on one side
 - o Bikes share the roadway rather than have a separate bike lane
 - o Rural Local and Collector Roadways:
 - o 2 travel lanes, 10-12 feet wide
 - o 4 ft. wide shoulders for local streets on each side
 - o Optional: 5 feet wide sidewalks on each side
 - o Drainage swales – 5-10 feet
 - o 8 ft. wide bike lanes and shoulders for collectors on each side
- o Urban Local Streets:
 - o Minimum 50-64 feet right-of-way
 - o 2 travel lanes, 10-12 feet wide each
 - o Wide shoulders for bicycles for minor local
 - o 5 ½ ft. bike lanes for commercial local streets on each side
 - o 5-foot-wide sidewalks with 4-foot setbacks on each side
 - o Optional: 8 ft. wide parking lanes
- o Urban Collector Streets:
 - o Minimum 74 feet right-of-way
 - o 2 travel lanes, 12 feet wide each
 - o 1 center turn lane or median 13 feet wide minimum
 - o 6 feet wide bicycle lane on each side
 - o 5 feet wide sidewalks with a 5-foot setback on each side
 - o Optional: 8 ft. wide parking lanes
- o Urban Minor Arterial Streets:
 - o Minimum 100 feet right-of-way
 - o Up to 4 travel lanes, 12 feet wide each
 - o Median 13 feet wide minimum
 - o 6 feet wide bicycle lanes on each side
 - o 5-6 feet wide sidewalks with a 5-foot setback, on each side
- o Urban Principal Arterial Streets:
 - o Minimum 124-156 feet right-of-way
 - o Up to 6 travel lanes, 12 feet wide each
 - o Median 13 ft. wide minimum
 - o 7 ft. wide bike lanes, both sides where speeds exceed 40 MPH

- o 5-6 feet wide sidewalks with a 5-foot setback on each side

2. Multi-Use Trails

- Trails should not substitute for on-street bikeways.
- All paths should be 12 feet wide unless right-of-way constraints require a reduction in width to no less than 10 feet.
- Paths may be constructed of either asphalt or concrete.
- “One-size-fits-all” design is inadequate for several reasons.

3. Intersections and Mid-block Crossings

- Crosswalks:
 - o All major signalized and un-signalized intersections on collector and arterial streets should have striped crosswalks.
 - o Patterned or raised crosswalks may be used for crosswalks in Village Centers.
 - o Crosswalks should be striped to the same width as the sidewalks for the streets connecting streets.
 - o Refuge Islands:
 - o Where crosswalks are longer than 40 feet, a refuge island should be provided to narrow the travel lane for pedestrian safety, provided it does not block bicycle lanes.
 - o Turning Radii:
 - o Tighter turning radii can shorten crosswalks and slow traffic. Curb extensions are recommended when on-street parking is available.
 - o The minimum acceptable turning radii are 30 ft. to 35 ft., depending on the roadway type. The county

Engineer may approve tighter radii to make streets more pedestrian-friendly. Curb Ramps:

- o ADA curb ramps must be aligned to the crosswalk and include detectable warning surfaces.
- o All new and existing sidewalks to be constructed or reconstructed should be designed to enable persons with disabilities using wheelchairs to travel freely and without assistance by integrating a curb ramp into the sidewalk that blends with street and driveway crosswalks at a standard level.
- o Roundabouts:
 - o Single land roundabouts, or circular intersections, have been shown to reduce crashes by at least 40%, including for pedestrians, by eliminating conflict points and slowing traffic.
- o Continuous Bike Lanes/Bike Boxes:
 - o Bike boxes and continuous bike lanes should be striped at intersections per the MUTCD, latest edition, as crosswalks in roundabout intersections.
- o Mid-block Crossings:
 - o Mid-block crosswalks should be provided for schools and other community facilities but should have pedestrian warning flashers, beacons, or pedestrian-activated signals when located on collector and arterial streets. Otherwise, an appropriate pedestrian crossing signage will be installed.
 - o Crossings should be staggered between each side of the street when refuge islands are used.
 - o Pedestrian hybrid beacons (HAWK signals) and rapid flash beacons are two of the latest

technologies to demonstrate pedestrian safety benefits.

- o Pedestrian Signal Heads and Push Buttons:
- o All traffic signals should incorporate countdown pedestrian signals.
- o Pedestrian signals should be timed to accommodate seniors, children, and people with disabilities, especially near facilities serving these populations.
- o Pedestrian signal pushbuttons should be accessible to the curb ramp. Some locales may require audible pedestrian signals for the blind.
- o Intersections should be well-lit, and appropriate signage should be provided near the crosswalk ramp. Signals should be protected for left turns.

4. Lighting

- The highest needs for lighting are on arterials such as Coors Blvd., 2nd St. NW, Eubank Blvd., Old Coors Dr., 4th St., and Isleta Blvd.
- Blake, Tapia, Atrisco, Arenal, Sunset, Raymac, Del Norte, 2nd St SW, Lowell, and Tennyson are lower-priority roadways for lighting.

5. Bus Stops and Shelters

- Along transit corridors, a 6-foot by 20-foot concrete pad should be provided in the setback and sidewalk areas of the public right-of-way at designated transit stops for bus benches and shelters to be constructed to ABQ Ride or other transit provider standards.
- Sidewalks at least 6 feet wide should be installed in front of the bus shelter.

- Bus stops and shelters should be placed on either side of the street served by transit, coordinated with ABQ Ride, and spaced 900 to 1,200 feet apart.
- Bus stops should be well-lit and provide appropriate signage.

6. Village Centers and Transit Oriented Development (TOD) Design Standards

- 6-8 feet wide sidewalks with buffer
- Bike lanes, sharrows, or trails
- Crosswalks with textured surfaces, refuge islands, and bump-outs
- Bicycle parking must be provided in easily accessible locations from the street and visible from storefronts or office building front doors.
- One bicycle space should be provided for every 10,000 square feet of building net area.
- Pedestrian paths should be provided from the building entry to the transit platform, transit station, transit street, or major pedestrian paths.
- Outdoor light fixtures exceeding 12 feet in height should be shielded outdoor light fixtures so that light is directed downward.
- Outdoor walkways should be lighted.
- Roadways should provide tree-line buffers when possible.
- Bus shelters should be provided at major intersections.

7. Traffic Calming

- The design of streets should consider various calming, crime prevention, and safety techniques in residential neighborhoods, near schools, and at intersections or areas with heavier pedestrian activity.

- Methods include Mid-block Islands, Chokers, Traffic Circles, Speed Tables, Diverters/Barriers, and Chicanes.

8. Crime Prevention through Environmental Design (CPTED)

- Design streets to discourage cut-through or high-speed traffic.
- Install walkways in locations safe for pedestrians and use them to define pedestrian boundaries.
- Use pedestrian-scale street lighting in high pedestrian traffic areas to help people recognize potential threats at night.
- Maintain all common areas to high standards, including entrances and rights-of-way.

9. Pedestrian Access in Developments

- Commercial developments and subdivisions should include pedestrian and bicycling element like sidewalks, walkways, bike lanes, and trails.
- Pedestrian and bicycle access should be provided to link residences with nearby schools, parks, community centers, and retail areas.
- Where cul-de-sacs do exist, pedestrian connections should be provided to adjacent roadways. Pedestrian access routes or connections through stub streets or cul-de-sacs should contain a 6-foot path in a 12- to 18-foot-wide easement and prevent vehicular entry.
- Pedestrian connections should be provided from the public sidewalks, bus stops, and parking areas to building entrances as required by ADA Title III.
- Buildings should be introduced onto the street to promote pedestrian activity.

- Parking should be shared between nearby businesses.
- Sidewalks should connect businesses and other nearby uses.
- Shared access easements can reduce the number of driveways and make sidewalks and bike lanes far safer.

10. Street Trees

- o Street trees can provide health and safety benefits, such as promoting pedestrian activity by providing shade and buffering pedestrians from vehicles.

11. Development Review

- The county may use its permitting authority to require pedestrian and bicycle improvements for new developments.
- Master plans should include pedestrian and bicycle access, which links residences with nearby schools, parks, community centers, and retail areas; pedestrian access that connects cul-de-sacs with surrounding streets; and transit facilities when appropriate.
- Sector Development Plans should include bicycle and pedestrian transportation elements to link residential areas with Village Centers and community facilities.
- The Subdivision Ordinance will continue to recognize the importance of alternative modes of transportation for major subdivision plats.

12. Traffic Impact Studies

- The county requires all major subdivisions over 25 lots and all commercial development to submit a Traffic Impact Study for review and approval by Public Works.
- When appropriate, building permit submittals reviewed by Public Works should include a Vehicle Movement

Plan showing pedestrian and bicyclist amenities and infrastructure in relation to any on-site existing and proposed building.

13. Changes to Ordinance

- The Roads and Bridges Ordinance should be revised to include the following recommendations:
- Complete Street language that incorporates pedestrian and bicycle facilities within roadways as appropriate.
- Connectivity language that encourages the well-designed movement of people between one subdivision and another.
- When appropriate, pedestrian connectivity between adjoining streets and cul-de-sacs should be provided, with a design preference for loop streets.
- Block lengths on residential streets should not be excessive, generally shorter than 660 feet.
- A provision for appropriate building permit submittals should include a Vehicle Movement Plan. All commercial developments should provide pedestrian access from the public sidewalk to the building entrance.

Lastly, the plan describes the specific improvement projects by area that are intended to increase pedestrian and bicyclist routes and amenities. The improvements include:

Atrisco-Five Points Area

- Extend bike lanes on Old Coors Dr. south of Bridge Blvd. and through the junction with Coors Blvd.
- Create bike lanes on Arenal Rd. west of Coors Blvd.
- Create a multi-use trail that runs along the Isleta drain.

- Create sidewalks along Old Coors Dr. between the junction with Coors Blvd. and Bridge Blvd.
- Extend sidewalks on Atrisco Dr. between Five Points Rd. and Sunset Gardens Rd. as well as south of Bridge Blvd.
- Create sidewalks on Tapia Blvd.
- Create sidewalks on Goff Blvd. north of the intersection with Sunset Rd,
- Create sidewalks on Sunset Rd.
- Create sidewalks on La Vega Dr.
- Create sidewalks on Arenal Rd. between Tapia Blvd. and Goff Blvd.

Arenal-Armijo Area

- Extend bike lanes on Coors Blvd.
- Extend sidewalks on Coors Blvd.
- Extend multi-use trail down the Isleta drain.
- Extend sidewalks south on Tapia Blvd. until Blake Rd.
- Create bike lanes on Blake Rd. west of Isleta Blvd.
- Create sidewalks around Ernie Pyle Middle School and Kit Carson Elementary School on Valdora Rd., Citation Dr., Byron St., and Sanford Ave.
- Create sidewalks along the South Valley Academy between Blake Rd. and Barcelona Rd.
- Create sidewalks on Joe Sanchez Rd., between Blake Rd. and Barcelona Rd.
- Create sidewalks on Viola Rd., between Blake Rd. and Barcelona Rd.
- Create sidewalks along Barcelona Rd.

- Create sidewalks on Condershire Rd., between Barcelona Rd. and Dennis Chavez Blvd.
- Create sidewalks along Rio Bravo Blvd./Dennis Chavez Blvd.
- Create bike lanes along Rio Bravo Blvd./Dennis Chavez Blvd.
- Create a multi-use trail Rio Bravo Blvd./Dennis Chavez Blvd.
- Create sidewalks on Del Rio Rd., south of Barcelona Rd.

El Centro Familiar Area

- Create sidewalks on Lucia St. between Byron Ave. and Patton Rd.
- Create sidewalks on Patton Rd. between Lucia St. and Isleta Blvd.
- Create sidewalks on McEwen Ct.
- Create a pedestrian crossing on the corner of Isleta Blvd. and McEwan Ct.

Valley Gardens- Adobe Acres Area

- Extend sidewalks on Coors Blvd.
- Extend bike lanes on Coors Blvd.
- Extend multi-use trail down the Isleta drain.
- Create sidewalks on Gun Club Rd. between Gracie Vigil Rd. and Isleta Blvd.
- Create bike lanes on Gun Club Rd. between Gracie Vigil Rd. and Isleta Blvd.
- Create sidewalks on Gracie Vigil Rd.
- Extend bike lanes on Isleta Blvd. south of Tobacco Rd.

- Extend sidewalks on Isleta Blvd. south of Tobacco Rd.
- Create sidewalks on Camino Del Valle connecting to Adobe Acres Elementary School.
- Create sidewalks on Valley Garden Dr.
- Create sidewalks on Metzgar Rd.
- Create sidewalks along Pajarito Elementary School between Metzgar Rd. and Don Felipe Rd.
- Create a multi-use trail along the east banks of the Rio Grande.
- Create sidewalks on Don Felipe Rd.

Pajarito-Los Padillas Area

- Extend sidewalks on Coors Blvd. until Interstate 25.
- Extend bike lanes on Coors Blvd. until Interstate 25.
- Create sidewalks on Pajarito Rd.
- Create bike lanes on Pajarito Rd.
- Extend bike lanes on Isleta Blvd.
- Extend sidewalks on Isleta Blvd.
- Extend multi-use trail down the Isleta drain.
- Create a multi-use trail down Arenal Canal south of Pajarito Rd.
- Create sidewalks on Raymac Rd.
- Create bike lanes on Raymac Rd.
- Create sidewalks on Los Padillas Rd. between Coors Blvd. and Isleta Blvd.

Mountain View Area

- Extend sidewalks along Rio Bravo Blvd. to Interstate 25.

- Extend bike lanes along Rio Bravo Blvd. to Interstate 25.
- Extend multi-use trail across the Rio Grande and east of Broadway Blvd. on Rio Bravo Blvd. until Interstate 25.
- Create a pedestrian crossing at Rio Bravo Blvd. and 2nd St.
- Extend the multi-use trail on the South Diversion Channel north of Rio Bravo Blvd.
- Create sidewalks along Prince St.
- Create sidewalks along Prosperity Ave.
- Create a pedestrian crossing at the intersection of Prosperity Ave. and 2nd St.
- Create a pedestrian crossing at the intersection of Shirk Ln. and 2nd St.
- Create sidewalks along 2nd St.
- Create bike lanes along 2nd St.
- Create sidewalks along Williams St. until Murray Rd.
- Create sidewalks along Murray Rd. between Williams St. and Broadway Blvd.
- Create sidewalks along Shirk Ln. between Barr Rd. and 2nd St.
- Create sidewalks around Mountain View Elementary School.
- Create sidewalks on Broadway Blvd.
- Create bike lanes along Broadway Blvd.
- Create a multi-use trail along Tijeras Arroyo east of the intersection with the South Diversion Channel.
- Create sidewalks on Desert Rd.
- Create bike lanes on Desert Rd.

Paradise Hills Area

- Extend multi-use trail along Universe Blvd. between McMahon Blvd. and Irving Blvd.
- Create a multi-use trail along Calabacillas Arroyo between Universe Blvd. and Golf Course Rd.
- Create sidewalks along Chapparal Cir. Between Chapparal St. and La Paz Dr.
- Create sidewalks along La Paz Dr.
- Create a multi-use trail along Unser Blvd. between Paseo Del Norte and Paradise Blvd.
- Create sidewalks along Irving Blvd. between La Paz Dr. and Rempas Dr.

Alameda Area

- Create sidewalks along Rio Grande Blvd. between Ortega Rd. and Alameda Blvd.
- Create bike lanes along Rio Grande Blvd. between Ortega Rd. and Alameda Blvd.
- Create sidewalks along Ortega Rd.
- Create sidewalks along 4th St. between Paseo Del Norte and the intersection with 2nd St.
- Create bike lanes along 4th St. between Paseo Del Norte and the intersection with 2nd St.
- Create a multi-use trail along the Alameda drain between Paseo Del Norte and the intersection with 2nd St.
- Create sidewalks along 2nd St. until the intersection with 4th St.
- Create bike lanes along 2nd St. until the intersection with 4th St.

- Create sidewalks along Alameda Rd. between 4th St. and Edith Blvd.
- Create bike lanes along Alameda Rd. between 4th St. and Edith Blvd.
- Extend the multi-use trail along Alameda Blvd. between 2nd St. and Edith Blvd.
- Extend sidewalks along Alameda Blvd. between 2nd St. and Edith Blvd.
- Extend bike lanes and sidewalks along Alameda Blvd. between 2nd St. and Edith Blvd.
- Create sidewalks along Edith Blvd. until the intersection with North Division Channel.
- Create bike lanes along Edith Blvd. until Alameda Rd.
- Extend multi-use trail along North Division Channel until the intersection with Edith Blvd.

North Edith Area

- Create a pedestrian crossing at 2nd St. and Los Ranchos Rd. intersect.
- Create sidewalks along Los Ranchos Rd. until 4th St.
- Extend sidewalks on 2nd St. north of Osuna Rd.
- Create a multi-use trail on 2nd St. between Montano Rd. and Paseo Del Norte.
- Create bike lanes on 2nd St. between Montano Rd. and Paseo Del Norte.
- Create sidewalks on Osuna Rd. between 4th St. and Edith Blvd.
- Create bike lanes on Osuna Rd. between 4th St. and Edith Blvd.

- Extend the multi-use trail on Osuna Rd. between Edith Blvd. and 2nd St.
- Extend sidewalks on Edith Blvd. north on Osuna Rd.
- Create bike lanes on Edith Blvd. north of Osuna Rd.
- Create sidewalks on Mission Ave. between Edith Blvd. and Mission Avenue Elementary School.

North Albuquerque Acres Area

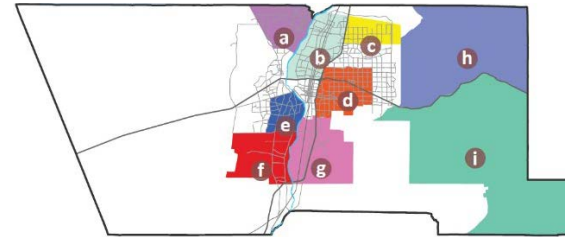
- Create bike lanes along Ventura St. between Elena Dr. and Paseo Del Norte.
- Create bike lanes along Alameda Blvd. between Ventura St. and Eubank Blvd.
- Create a multi-use trail along Alameda Blvd. between Ventura St. and Eubank Blvd.
- Create sidewalks along Alameda Blvd. between Ventura St. and Eubank Blvd.
- Extend bike lanes along Eubank Blvd. between Alameda Blvd. and Paseo Del Norte.
- Extend the multi-use trail along Eubank Blvd. between Alameda Blvd. and Paseo Del Norte.
- Extend sidewalks along Eubank Blvd. between Paseo Del Norte and Alameda Blvd.
- Extend the multi-use trail along South Domingo Baca Arroyo until Eubank Blvd.
- Create a multi-use trail along Pino Ave. between Eubank Blvd. and Lowell St.
- Create a multi-use trail along Lowell St. between Del Rey Ave. and Paseo Del Norte.
- Create sidewalks along Paseo Del Norte between Eubank Blvd. and Tennyson St.

- Create bike lanes along Browning St. between Del Rey Ave. and Eagle Rock Ave.
- Extend sidewalks along Tennyson St. between Holly Ave. and Modesto Ave. and between San Rafael Ave. and Palomas Ave.
- Create sidewalks along Tramway Ln. between Cedar Hill Rd. and San Bernadino Dr.
- Create sidewalks along San Bernadino Dr.
- Create sidewalks along Cedar Hill Rd. between Tennyson St. and Tramway Ln.
- Create sidewalks along Live Oak Rd. between Tennyson St. and Tramway Ln.
- Create a sidewalk along Pino Ave. between Tennyson St. and Tramway Blvd.

Bernalillo County Plans

Parks, Recreation Open Space Facilities Master Plan – Bernalillo County, 2015

This plan sets the path for Bernalillo County to develop parks, recreation, and open space facilities for the next 15 years. The plan identifies ten distinct Neighborhood Community Planning Areas and lists key recommendations for each. Each planning area section also displays a map that illustrates parks, recreation, open space land uses and amenities, bike lanes, and proposed bike-ped improvements. The map of planning areas is illustrated below, followed by a table of recommendations relating to pedestrian safety improvements or trails within the geographic boundaries of this SAP update (highlighted in yellow).



Neighborhood Community Planning Area	Project Name	Estimated Capital Cost	Estimated O&M Cost
Pajarito-Los Padillas	South Valley Open Space Ditch Trail Plan and Los Padillas Lateral Open Space Trail	350,000	2,300
Pajarito-Los Padillas	Rural Road Unpaved Extended Shoulder Trails	750,000	1,725
Pajarito-Los Padillas	Durand Open Space - Bosque Access Improvements	75,000	500
North Highway 14	Carnuel-Tijeras Trail Network	1,750,000	20,000
North Highway 14	East Mountain Powerline Trail	170,000	-
North Highway 14	North 14 Trail System Extension	680,000	6,900
Los Vecinos-Carnue	Los Vecinos-Tijeras-Carnuel Open Space Restoration and Mobility Connections	940,000	68,050

- a. PARADISE HILLS
- b. NORTH VALLEY
- c. NORTH ALBUQUERQUE ACRES
- d. CENTRAL URBAN
- e. ATRISCO-WESTSIDE
- f. PAJARITO-LOS PADILLAS
- g. MOUNTAIN VIEW-MESA DEL SOL
- h. NORTH HIGHWAY 14
- i. LOS VECINOS-CARNUE

Los Vecinos-Carnue	Cedro Peak-County and Open Space Trail Connections	200,000	5,100
Los Vecinos-Carnue	McGrane Center Park Facility	200,000	5,000

Albuquerque/Bernalillo County Comprehensive Plan – Bernalillo County, 2024

The Bernalillo County 2024 Comprehensive Plan establishes a forward-looking framework to guide land use, infrastructure, environmental stewardship, and community development over the next 20 years. It reflects extensive public engagement, regional coordination, and data-driven analysis to balance growth pressures with quality-of-life priorities. The plan's vision centers on creating resilient, connected, and inclusive communities through strategic policies, targeted investments, and an actionable implementation program.

1. Vision, Principles, and Goals

- **Vision Statement:** “A vibrant, sustainable, and equitable Bernalillo County where all residents thrive.”
- **Core Principles:**
 1. **Resilience & Sustainability** – Promote environmental stewardship and climate adaptation.
 2. **Equity & Inclusion** – Ensure fair access to housing, services, and economic opportunity.
 3. **Connectivity & Mobility** – Enhance multimodal transportation networks.

4. **Community Character** – Preserve unique cultural, historical, and rural identities.

5. **Collaboration & Innovation** – Foster partnerships across jurisdictions and sectors.

- **Goals:** Organized under Land Use, Transportation, Housing, Economic Development, Environment, Public Services, and Implementation.

2. Land Use & Growth Management

- **Growth Areas:**
 - o **Priority Growth Areas** around Albuquerque's urban fringe and established villages for higher-density, mixed-use development.
 - o **Conservation Areas** in floodplains, arroyo corridors, and critical wildlife habitats.
- **Land Use Categories:**
 - o **Urban Centers:** Compact, transit-oriented mixed-use.
 - o **Suburban Neighborhoods:** Medium-density residential with neighborhood services.
 - o **Rural Communities:** Low-density, agricultural, and open space.
- **Policies:**
 - o Direct infrastructure investments to Growth Areas.
 - o Incentivize infill and redevelopment.
 - o Restrict incompatible uses in Conservation Areas.

3. Transportation & Mobility

- **Multimodal Network:**
 - o **Complete Streets** standards for all county roads.

- o **Bicycle & Pedestrian Corridors** linking neighborhoods to schools, parks, and transit.
- o **Transit Supportive Development** near ABQ RIDE and regional bus corridors.
- **Key Projects:**
 - o Enhanced bus rapid transit on Central Avenue.
 - o New multi-use trail along the Rio Grande.
 - o Intersection safety upgrades in high-crash zones.
- **Performance Targets:**
 - o Reduce countywide traffic fatalities by 50 % by 2034.
 - o Increase mode share for walking and biking by 10 % by 2044.

4. Housing & Neighborhoods

- **Affordability Strategy:**
 - o Expand accessory dwelling unit (ADU) allowances.
 - o Partner with non-profits for workforce and affordable housing developments.
- **Housing Diversity:**
 - o Encourage a mix of housing types—from single-family to townhomes and small-scale apartments—within Growth Areas.
- **Neighborhood Revitalization:**
 - o Targeted code enforcement and façade improvement grants in aging neighborhoods.
 - o Community engagement toolkits to foster resident-led place-making.

5. Economic Development

- **Industry Clusters:**

- o Support growth in logistics, advanced manufacturing, film and media production, and outdoor recreation.
- **Rural Economic Vitality:**
 - o Incentivize agritourism and value-added agriculture in rural communities.
- **Workforce Development:**
 - o Collaborate with Central New Mexico Community College and local employers on training programs.

6. Natural Environment & Open Space

- **Water Resources:**
 - o Promote xeriscaping and low-impact development to reduce potable water use.
 - o Enhance watershed health through arroyo restoration projects.
- **Conservation Priorities:**
 - o Protect bosque and riparian corridors with acquisition and conservation easements.
 - o Expand urban tree canopy cover by 15 % by 2044.
- **Climate Action:**
 - o Integrate solar-ready standards for new developments.
 - o Develop a countywide greenhouse gas inventory and reduction plan.

7. Public Services & Infrastructure

- **Parks & Recreation:**
 - o Add 200 acres of new parks and open space within Growth Areas.
 - o Improve ADA access at all county facilities.
- **Public Safety:**

- o Coordinate with fire and EMS agencies to ensure 8-minute response times in urban areas.
- **Utilities & Facilities:**
 - o Prioritize wastewater and stormwater upgrades in underserved communities.
 - o Leverage broadband grants to achieve countywide high-speed internet.

8. Implementation & Monitoring

- **Action Matrix:**
 - o Over 120 recommended actions, each assigned to lead agencies, funding sources, and timeframes (Short-Term: 1–5 years; Mid-Term: 6–10 years; Long-Term: 11–20 years).
- **Performance Dashboard:**
 - o Annual progress reports with each goal area's key performance indicators (KPIs).
- **Adaptive Management:**
 - o Five-year plan reviews to update policies, projects, and funding strategies based on changing conditions and outcomes.

This Comprehensive Plan positions Bernalillo County to proactively manage growth, enhance quality of life, and safeguard environmental and cultural assets through a cohesive, equity-driven policy framework and a robust implementation strategy.

Facility/Corridor Plans

Facility Plan for Arroyos – City of Albuquerque, 1986

The Facility Plan for Arroyos aims to provide guidelines and procedures for implementing the policies outlined in the Comprehensive Plan. It aims to create a versatile network of

recreational trails and open spaces along arroyos. By developing this trail network, the plan seeks to enhance accessibility to open space areas for a larger portion of the metropolitan population, as it brings trail corridors with open space features into the urbanized area. This document serves as a Rank Two facility plan, designating a select number of arroyos for the purpose of design and development as recreational corridors.

The plan defines three categories for arroyos:

- **Major Space Open Arroyos:** these are to remain in natural or semi-natural condition
- **Major Open Space Links:** these are intended for the development of corridor plans with recreational trails forming continuous east-west connections between Major Public Open Space
- **Urban Recreational Arroyos:** these are located in urban areas and have the potential to connect major activity areas with residential development by trails located along segments of arroyos

For the Major Open Space Link category, policy 2 – Trail Development states that:

- “Pedestrian and bicycle paths shall be provided along drainage channels of Major Open Space Links, where appropriate.
- Easements will be sought to allow the utilization of maintenance roads as bikeways where drainage rights-of-way can function as part of the City's bikeway network.

- Safe midblock bikeway crossings should be created where maintenance roads intersect arterials at grade. Bicycle and pedestrian facilities should be separate wherever feasible; however, they may be combined if trail width is at least eight feet.”

Further details in the plan that may be useful for the SAP update include specific guidelines for adjacent development and landscaping, a list of arroyos for each category, and an associated criteria and ranking system.

Amole Arroyo Corridor Plan – City of Albuquerque and Bernalillo County, 1991

The 1991 Amole Arroyo Corridor Plan was created to develop a trail corridor linking arroyo paths and open spaces. The Amole Arroyo Corridor Plan is a rank 3 plan covering the extent of the Amole Arroyo corridor located in the South Valley, from the Ceja (edge of west mesa) to the Bosque. The plan outlines recommendations that aim to maintain the natural character and function of the arroyos while providing a compatible trail development on each side of the arroyo. The plan incorporates recommendations and goals put forth in the Rank I 1988 Albuquerque/Bernalillo County Comprehensive Plan and Rank II Facility Plan for Arroyos. The plan’s general goals are:

- Design a trail corridor that recognizes the arroyo’s primary drainage function.
- The trail should link housing with designated facilities, including open spaces, parks, and schools.
- Access to the trail and safe crossings of roadways should be provided.

The Amole Arroyo Corridor Plan also includes more specific recommendations:

1. Trail types, locations, and standards:

- A paved trail from the Hubbell Oxbow to the Atrisco Village Park shall provide handicap access consistent with the design standards in the Trail Standards.
- If a roadway is contiguous to a paved trail, the trail can serve as a substitute for required sidewalks on the side adjacent to the arroyo if the trail meets the standards of any requirements of any applicable sidewalk regulations and/or Trail Standards.
- Equestrians will be allowed on the arroyo floor due to its soft soil conditions. If the arroyo bottom is lined, equestrian traffic will be limited to the maintenance road.
- Any paved trail should ideally be located outside the 100-year floodplain, but a location outside the 10-year floodplain is acceptable and necessary for trail continuation.
- The paved trail should end at Atrisco Village Park, and a compacted earthen trail should continue up to the Ceja along the Amole Arroyo to allow pedestrians and cyclists to reach the Ceja trail. The paved portion of the trail should continue northward and southward along 118th Street.
- It is recommended that 118th Street have an equestrian/bike trail to create a loop from the Amole trail to the Ceja trail down to the Pajarito trail system and then back up to 118th Street.

- No improved trails will traverse the Hubbell Dam. The Amole trail system will connect to Gun Club Lateral portion of the Pajarito Trail and to the passive recreational uses in the Oxbow adjacent to the Hubbell Dam as described in the Southwest Area Plan.
 - Due to right-of-way constraints, the trail at Hubbell Dam will be diverted to a trail inside the Dam Facility at its narrowest point and continue along the levee until it reaches the Pajarito trail extension. The trail from Hubbell Dam to the Gun Club Road will be an earthen bicycle/pedestrian path.
 - In order to connect to the Rio Grande Valley State Park, the trail will cross Coors Blvd and continue eastward on the Armijo Canal connecting Barcelona Rd., Del Rio Rd., and the river. Lateral connectors at the Bennet Lateral, Isleta Drainage Canal, Pajarito Drainage Canal and Isleta Blvd will also accommodate bicyclists and pedestrians wishing to intercept the trail and continue eastward toward the river.
 - A continuous trail system will provide a loop for the equestrian/pedestrian user. The area to be used for equestrian travel will begin at Hubbell Lake Facility and continue southward down Gun Club lateral, where it will connect with the Pajarito trail and continue eastward toward the State Park, then north along the riverside drain to the Amole system, and finally westward to the Hubbell Lake Facility to complete the loop.
 - Connections to adjacent neighborhoods should be designed into the trail system to ensure access and encourage use. Designs should incorporate trail connections into the development of the Rio Bravo Urban Center so that residents can easily use the trail system to travel to and from their residences to shop.
2. **Trail Access Control:** Motorized vehicles, except maintenance and emergency vehicles, shall be excluded from the trail through signage and access control devices. Bollards and/or other control devices will be placed at all trail entrances and street crossings to prevent motor vehicle access while permitting pedestrians, wheelchairs, bicycles, and horses' passage.
 3. **Signage:** The City Parks and Recreation Department shall provide signage along the trail system to regulate trail use and access, identify access points, direct users, warn users of unexpected conditions such as road crossings and flooding potential, and provide interpretive descriptions of significant features.
 4. **Trail Amenities:** The development of trail amenities shall be compatible with the urban intensity of the arroyo as defined by the Plan Map. The upper section shall have trail amenities appropriate to a natural arroyo. The middle section shall have trail amenities appropriate to a more urban area, such as lighting, benches, drinking fountains, and water features. The lower section shall have amenities that respect the existing neighborhoods and the character of the area

and that impact adjacent residences as little as possible.

5. **General Crossing Criteria:** Requests for local residential road crossings must clearly demonstrate that other transportation alternatives to crossing the arroyo have been explored and that the requested crossing is essential.
6. **Crossing Design:** Trail crossings shall be provided on all roadways. Above-grade, below-grade, and at-grade trail crossings shall comply with the Trail Standards.
7. **Required Dedications for Trail Right-of-Way:**
 - Public access to the trail system shall be provided at all roadway intersections and adjacent public facilities, including parks, libraries, community centers, and open spaces.
 - In areas where residential or commercial development is adjacent to the arroyo right-of-way, access to the trail system shall be provided at intervals of approximately one-fourth mile.
8. When land adjacent to barriers across the arroyo, such as dams, roads, and culvert, is platted, a trail around the barrier must be included to provide a continuous trail system that meets the Trail Standards.
Continuous Trail: Land adjacent to barriers across the arroyo, such as dams, roads, and culverts, shall be platted to allow space for a trail around the barrier, providing a continuous trail system consistent with the Trail Standards.

Isleta Boulevard and Village Centers Sector Development Plan – Bernalillo County, 2008

This plan studies Isleta Boulevard and its surrounding parcels, extending from Bridge Boulevard in the north to I-25 in the south. The plan identifies seven Village Centers along the corridor and develops four new zoning districts and specified standards for Isleta Boulevard – an Agricultural Zone, a Village Center Zone, a Mixed-Use Zone, and an Overlay Zone for the entire corridor. The guidelines for an Overlay Zone are intended to “protect, rehabilitate, restore, and enhance the historic, cultural, and economic significance” of the corridor. The Overlay Zone

The Overlay Zone’s guidelines for trails state that Bernalillo County should work with County and City Planning Departments to locate, design, and construct a trail system around each of the Village Centers that is accessible and preserves the historic character of the South Valley.

A strategy identified with the creation of the Village Centers is to improve pedestrian safety through the enhancement of public space and walkability. Each Village Center’s recommendations and conceptual plan include enhancements to benefit the pedestrian environment and safety. These include improvements to the landscape and signage, the creation of public plazas and pedestrian-oriented uses such as farmers’ markets and small-scale local businesses and building standards and roadway improvements to improve walkability.

The Bridge Boulevard Village Center and Corridor Plan (addendum to Isleta Blvd. SDP) – Bernalillo County, 2010

This plan was previously reviewed in the 2012 Bernalillo County Pedestrian and Bicyclist Safety Action Plan and does not have an updated version. The summary of the previous SAP plan is provided below.

“The Bridge Boulevard plan provides design standards to address the Bridge Boulevard right-of-way as well as design standards that apply to properties along the corridor and designated village centers. Pedestrian and bicycle design standards include:

Outside the Village Centers, the sidewalks will be , 5 feet narrower and separated from the street with a continuous landscape buffer. Street trees, streetlights, and pedestrian lights will be equally spaced and coordinated with existing utility easements.

A higher level of pedestrian traffic is expected around the Village Centers (at Five Points and Goff), where denser commercial development is anticipated. . The sidewalk will widen to 10 feet and extend from the street curb to the private property line. In these areas, the sidewalk is distinguished by decorative paving patterns or decorative pavers and punctuated by landscape cutouts, public art, and site furnishings.

Crosswalks will respond to the following criteria:

1. Crosswalks should be marked by striping and/or textured/ colored pavement for high visibility.

2. Raised medians should be used for pedestrian refuges in all crosswalks with cut-throughs for wheelchairs.
3. Pedestrian countdown signals that are audible and visual should be installed, and signal buttons should be located at the appropriate height next to the ramp landing.
4. Signals should be timed for children, seniors, and people with disabilities.
5. Two-stage pedestrian crossings with signals and/or beacons should be used at all mid-block locations.
6. Crosswalks should be placed before bus stops so pedestrians are visible to motorists. Bus stops may consist of a sign and bench, or a shelter is appropriate for areas of higher use.
7. Pedestrian lighting should be installed along sidewalks, and all crosswalks should be well lit.
8. Pedestrian and accessible facilities are to be constructed according to AASHTO’s “Guide for Planning, Design, and Operation of Pedestrian Facilities.”
9. Consolidate driveways and reduce the number of access points by developing shared access between properties.
10. Per the ADA, bus shelters require a 5 ft. wide and 8 ft. deep hard surface landing. ABQ Ride requires an 8 ft. wide by 12 ft. deep pad for each bus shelter.
11. All ramps should be designed to ADA standards and in line with crosswalks; two ramps at each corner are recommended.

12. All public art and site furnishings will be coordinated with existing bus stops to accentuate the way-finding and pedestrian experience.

To properly promote and support safe biking, good practices such as those detailed below should be followed:

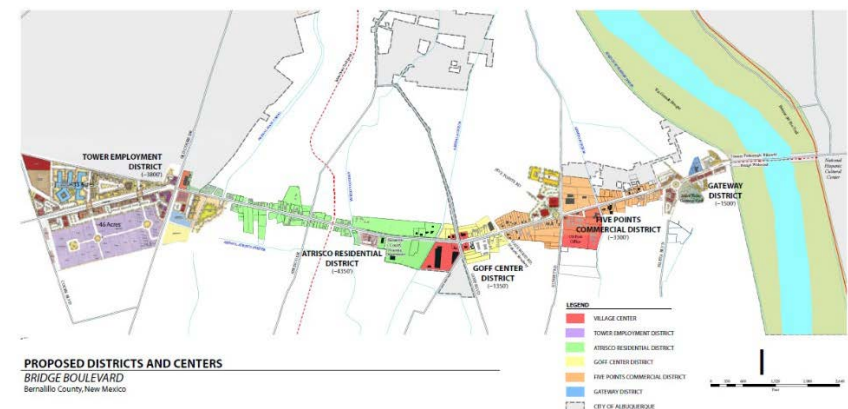
1. Bike lanes need to be adequately defined with a high-contrast stripe. Ideally, the lane is painted a solid color to distinguish the extent of the bike lane.
2. Bike lanes need to be marked with proper signage, both within the lane on the ground and with posted street signs.
3. Bike lanes need to be appropriately coordinated and marked at the right turn lanes.
4. Short-term bike parking (ranging from street furniture to a standard bike rack to a bike locker) must be located throughout the length of the boulevard to accommodate visitors and customers to the area.
5. Short-term bike parking must be visible, secure, well-lit, unimpeded by stationary objects, and easily accessible.
6. Bicycle facilities are to be constructed according to AASHTO's "Guide for the Development of Bicycle Facilities."

Bridge Blvd. Corridor Redevelopment Plan – Bernalillo County, 2013

This corridor plan studies the transportation system, market conditions, and land uses along the Bridge Boulevard Corridor to develop recommendations for sustainable transportation

system improvements and zoning. It also identifies areas for affordable housing and business development. The plan is guided by the vision to transform the corridor into a mixed-use, pedestrian, and transit-friendly corridor.

The plan proposes distinct districts, centers along the Boulevard, and provides recommendations for redevelopment opportunities in three key catalytic nodes: Gateway District, Five Points Village Center, and Tower Employment District.



The *Bridge Boulevard Corridor Redevelopment Plan* identifies a preferred alternative for the corridor (page 19) as a four-lane roadway section with a center median and gateway roundabouts at the Isleta and Five Points intersection.

Additionally, five capacity and safety strategies are identified with details on supporting data, design and criteria guidance, best practices, and site recommendations. The strategies listed below support the SAP's goal to promote a safe and comfortable walking and biking environment by detailing

concepts and recommendations for improvements in each strategy throughout the report.

- Access Management
- Innovative Intersection Concepts
- Signalization and Intelligent Transportation System (ITS) Strategies
- Transit Strategies
- Pedestrian and Bicycle Facility and Safety Enhancements

Alameda Drain & Trail Master Plan – City of Albuquerque, Bernalillo County, MRGCD, & AMAFCA, 2016

The Alameda Drain & Trail Master Plan provides a framework for improvements along the nine-mile corridor that runs from Interstate 40 to the northern end of 2nd Street. The intent of the project is to enhance the drainage way and create a cohesive shared-use path.

In the Preferred Alternative chapter, the plan provides extensive detail for elements of the trail, including:

- The preferred alignments for different sections of the trail which identify which side of the drain it will be placed
- 10 – 12-foot-wide trail
- Asphalt and crusher fine trail surfacing
- Varying intersection treatments according to the type of intersection and trail location relative to the drain

- Location identification of trailheads, shared parking, rest areas, public art, water features, signage, landscaping, and more

El Camino Real de Tierra Adentro National Historic Trail Development Concept Plan – Bernalillo County, 2022

The **El Camino Real de Tierra Adentro National Historic Trail Development Concept Plan (DCP)** outlines a community-driven vision to celebrate, preserve, and interpret the historic 400-year-old “Royal Road” as it traverses Bernalillo County. It distills the complete DCP’s guidance into six core components—trail alignment, cultural resource preservation, design framework, multimodal integration, implementation strategy, and public engagement—to guide decision-makers, stakeholders, and residents in realizing a connected, accessible, and interpretive trail corridor.

1. Trail Alignment & Design Framework

- **Preferred Alignment:** A continuous, primarily non-motorized route following the historic Camino Real, weaving through parks, neighborhoods, and cultural sites.
- **Design Elements:** Context-sensitive trail cross-sections (urban, suburban, rural), wayfinding signage, interpretive stations, seating, and landscape buffers that reflect the corridor’s cultural and natural heritage.

2. Cultural & Historic Resource Preservation

- **Resource Inventory:** Identification of historic rest stops, adobe structures, acequias, and archaeological sites.
- **Interpretation Plan:** Tiered approach using kiosks, markers, public art, and mobile-friendly content to tell layered stories—from Indigenous uses to the Spanish colonial era and beyond.

3. Multimodal Connectivity

- **Transit & Bicycle Integration:** Connections to ABQ RIDE routes, existing bike lanes, and pedestrian networks to ensure “last-mile” access.
- **Complete Streets:** Recommendations for trail-friendly crossings, traffic calming, and ADA-compliant sidewalks along parallel roadways.

4. Phased Implementation Strategy

- **Phase 1 (“Quick Wins”):** Low-cost, high-visibility actions—signage installation, pop-up events, wayfinding pilot projects—to build momentum and public awareness.
- **Phase 2 (Mid-Term Projects):** Trailhead facilities, parking improvements, seating and shade structures, and targeted surface upgrades.
- **Phase 3 (Long-Term Capital):** Bridge and underpass retrofits, major trail realignments,

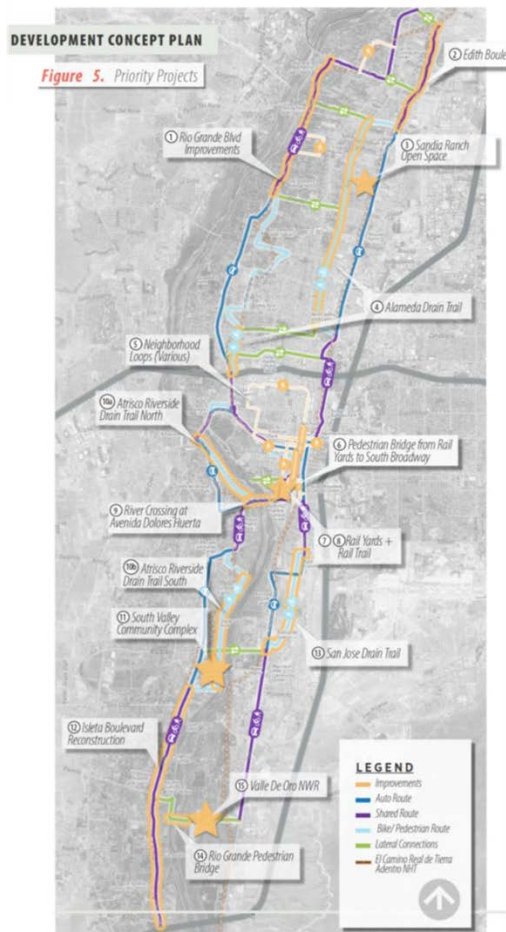
and permanent interpretive centers at signature sites.

5. Funding & Partnerships

- **Potential Sources:** Federal grants (Recreation Trails Program, Transportation Alternatives), state historic preservation funds, and public-private partnerships.
- **Lead Agencies:** Roles and responsibilities assigned to Bernalillo County, City of Albuquerque, NMDOT, National Park Service, and local nonprofits.

6. Public Engagement & Next Steps

- **Outreach Summary:** Over 500 public comments were received via online portal, workshops, and mail postcards. Key themes included safety, cultural storytelling, and equitable access.



Isleta Drain and Trail Master Plan – Bernalillo County, 2022

This trail alignment plan produces a preferred alignment and drainage plan on the 13-mile drainage channel from Central Ave to I-25. The plan recommends various trail typologies, surfacing, crossing treatments, and amenities according to the differing conditions along the Isleta Drain.

South Coors Boulevard – Bernalillo County, 2025

The **South Coors Boulevard Sector Development Plan** establishes a strategic, place-based framework to guide land use, zoning, transportation, housing, economic development, utilities, and design standards along the 1,277-acre South Coors corridor in Bernalillo County. Grounded in extensive public and stakeholder engagement, it aligns with higher-level policies—most notably the 2024 County Comprehensive Plan—and advances a vision of vibrant, mixed-use Activity Centers connected by safe, multimodal streets and supported by sustainable infrastructure. The plan aims to foster equitable growth, enhance livability, and catalyze investment while preserving the area’s unique environmental and cultural assets.

Purpose & Planning Framework

- **Purpose:** Enable new mixed-use centers within walking distance of existing neighborhoods, promote affordable housing, and complement a concurrent roadway redesign for a safer, more walkable, transit-friendly corridor.
- **Framework:**
 - **Rank I:** County Comprehensive Plan (2024)
 - **Rank II:** Southwest and Westside Area Plans
 - **Rank III:** Sector Plans (including adjacent Bridge Blvd Corridor)

Public & Stakeholder Engagement

- **Phases:** Discovery (baseline + Open House 1), Visioning (goals + Open House 2), Synthesis (draft policies), Review/Adoption.
- **Tools:** Project website (polls, story maps), community survey (252 responses), field tour, steering-committee

workshops, open houses, hybrid office hours, and social/media outreach.

Existing Conditions & Community Priorities

- **Demographics:** ~9,546 residents; median age 34.5; median household income \$47,622.
- **Community Feedback:** Strong support for improved pedestrian crossings (53 %) and multi-use paths (59 %), enhanced transit service (61 %), local daily-errand accessibility (82 %), and well-paying local jobs (81 %).

Land Use & Zoning

- **Corridor Zone (SC-C):** Opt-in for most parcels post-adoption.
- **Activity Center Zone (SC-AC):** Automatic rezoning at four key intersections.
- **Design Overlay:** Ensures high-quality, pedestrian-oriented development.

Transportation & Mobility

- **Complete Streets:** Redesigned intersections, traffic calming, and ADA-compliant sidewalks.
- **Active Transportation:** Meandering multi-use paths (59 %), buffered sidewalks (38 %), protected bike lanes (11 %), and transit-supportive land uses.

Housing & Community Amenities

- **Within Activity Centers:** Emphasis on multi-generational (46 %), senior/assisted living (44 %), and mixed-use housing (32 %).
- **Outside Centers:** Predominantly single-family homes with large yards (53 %), some townhomes (9 %), and accessory units (6 %).

Economic Development & Utilities

- **Economic Strategy:** Attract diverse retail (e.g., grocery, dining), support local entrepreneurship, and leverage funding programs.
- **Utilities:** Broadband expansion, water-quality protection, drainage improvements, and energy-resilient infrastructure.

Implementation & Next Steps

- **Action Matrix:** Short-, mid-, and long-term projects with assigned leads, funding sources, and timelines.
- **Monitoring:** Annual KPI dashboard and five-year plan reviews to adapt policies and investments.

This Sector Plan lays out a clear, actionable roadmap to transform South Coors Boulevard into a connected, sustainable, and inclusive corridor that balances growth with community character and environmental stewardship.

Area-Specific Transportation Plans

East Mountain Trails & Bikeways Master Plan – Bernalillo County, 2005

The 2005 East Mountain Trails & Bikeway Master Plan was created to identify major trail and bikeway corridors and develop strategies to improve and expand trail and bikeway infrastructure in the East Mountain Area. The plan focuses on the trail and bikeway system in the East Mountain Area, in Eastern Bernalillo County. The plan highlights the high dependence on motor vehicles in the East Mountain Area due to a lack of public transport and sidewalks. The lack of a formal trail and bikeway system which ties into community amenities was also outlined as an issue. The plan presented a series of general recommendations followed by roadway-specific recommendations.

The general recommendations include:

1. Create the East Mountain Trails Advocacy Committee
2. Maintain an Outreach Effort to Private Landowners, Land Grants, and Acequia Associations Whose Property May be Impacted by the Master Plan
3. Develop a Trail Easement Program
4. Develop a Trails and Facilities Stewards Program
5. Develop Formal Memorandums of Understanding with the National Forest and other Land Management Agencies
6. Develop a Trails Map for the East Mountain Area
7. Collaborate Actively with the US Forest Service and other Open Space Agencies
8. Develop Capacity for Long Term Management of Trails and Bikeways System
9. Modify Ordinances to be Consistent with the Long-Term Goals of the Master Plan
10. Designate Shared Rural Roads as Trail Facilities
11. Obtain Soft Surface Multi-use Trail Corridor Easements
12. Designate Bike Routes and Paved Shoulders
13. Collaborate on Trail Facilities on Open Space and National Forest Service Land
14. Facilitate Trail Development Opportunities on Leased Public Land
15. Work with Motorized User Groups to Designate and Establish Areas for Legal Motorized Use

The specific recommendations cover each section of roadway in the East Mountain Area that was deemed significant or contained great opportunity. They include implementing bike

routes, multi-use trails, rural road trails, trail access facility improvements, potential recreation areas, and ADA-accessible facilities.

Near South Valley Multi-Modal Study – MRCOG, 2017

The purpose of the Near South Valley Multimodal Study is to guide the development of transportation facilities that cater to all modes of travel. This study aimed to evaluate and identify deficiencies in the current system of streets, transit facilities, sidewalks, bike lanes, bike routes, and multi-purpose trails. It also aimed to identify anticipated transportation challenges and requirements in the future, prioritize potential improvement projects, and develop a list of recommendations for the area's future multimodal transportation needs.

The majority of the study's recommendations involve connecting existing bicycle facilities. Other recommendations include pedestrian/bicyclist crossing improvements and recommended locations for connections to be incorporated into long-range plans. These recommendations contain lots of data and detail that may be useful to review further in the SAP update's future phases.

Sunport Commerce Center Transportation Plan – Bernalillo County, 2019

The Sunport Commerce Center Transportation Plan identifies the future transportation network that will promote economic development in the Sunport Commerce Center. The Sunport Commerce Center Transportation Plan covers the region directly west of the Albuquerque International Sunport, approximately bounded by Interstate-25 to the east, Rio Bravo

Blvd. to the south, 2nd St. to the west, and Woodward Rd. to the north. The plan aims to:

- Balance travel demand on the arterial roadway network with business access. Provide good site access while ensuring safety and traffic flow. Provide rail freight access to adjoining properties.
- Provide a complete multimodal network to serve the plan area. Ensure connectivity between roadways and bikeways, trails, transit, and the commuter rail network.
- Include construction design standards within the public right-of-way.
- Identify strategies to finance and construct roadways and infrastructure in the plan area.

The plan sets the foundation for the Sunport Commerce Center to become a gateway to the South Valley area. The plan points to the 800 accidents in the region over a 5-year period, 30% of which resulted in severe injury or death. The implementation of the Complete Streets approach is heavily recommended, including the mention of street trees, sidewalks, bike lanes, bus shelters, crosswalks, and lighting as strategies to meet the needs of pedestrians and bicyclists. The plan introduces a series of roadway and trail additions, including:

Proposed Roadway Additions:

- 2nd St.: Include sidewalks and bike lanes.
- Rio Bravo Blvd.: Include sidewalks and bike lanes.
- Broadway Blvd.: Include shoulders.
- Prince St.: Include sidewalks.

- Camino Del Tren Ave.: Include sidewalks and bike lanes.
- Woodward Rd.: Include sidewalks and bike lanes.
- Sunport Blvd.: Extend west of Interstate-25 to Broadway Blvd., including sidewalks and bike lanes.
- Woodward Rd.: Add sidewalks and bike lanes.
- Edmond St.: Extend south, including sidewalks.
- Arno St.: Extend south to the proposed Stock Dr., including sidewalks.
- Stock Dr.: Extend between the proposed Railyard St. and Channel St., including sidewalks and bike lanes.
- Railyard St.: Create a north-south road between 2nd St. and Broadway Blvd. and connect the proposed Stock Dr. and the proposed Commerce Center Ave., including sidewalks.
- Channel St.: Create a road that runs north-south between Broadway Blvd. and Interstate-25 and connects the proposed Stock Dr. and the proposed Commerce Center Ave., including sidewalks.
- Commerce Center Ave.: Create a road that runs east-west north of Rio Bravo Blvd. and connects the proposed extension of Edmond St. and 2nd St., including sidewalks and bike lanes.
- Dauphin Rd.: Create a road that connects the proposed Commerce Center Ave. and Camino Del Tren Ave., include sidewalks.

Planned Roadway Additions:

- Rio Bravo Blvd./Interstate-25 Interchange: Rio Bravo Blvd. will be widening to six lanes east of Broadway Blvd., with sidewalks, bike lanes, and a multi-use trail.

- Sunport Blvd. Extension/ Woodward Rd.: Extend Sunport Blvd. west of Interstate-25 to Broadway Blvd. with sidewalks and protected bike lanes.
- 2nd St. SW FLAP/Valle de Oro Trail Project: Includes sidewalks on the west side of 2nd St. and a multi-use trail on the east side of the street, between the South Diversion Channel to Valle de Oro National Wildlife Refuge.
- 2nd St./ Rio Bravo Blvd.: Reconstruct the 2nd St./Rio Bravo intersection with additional turn lanes on all approaches, ADA-compliant sidewalks, multi-use trail crossings, and quiet railroad crossing improvements.
- Ro Bravo Blvd. and Prince St.: Add a pedestrian crosswalk, ADA curb ramps, lighting, and pedestrian signal heads.

Proposed Trail Additions:

- Extend trail along South Diversion Channel north of Rio Bravo Blvd. to Gibson Blvd., including crossings at Rio Bravo Blvd., Broadway Blvd., Kirtland Rail Spur, and Interstate-25.
- Create a trail along 2nd St. between Woodward Rd. and Rio Bravo Blvd.
- Extend the trail along Rio Bravo Blvd. east to University Ave.

The plan also includes recommendations for improving driver, pedestrian, and bicyclist safety:

- Add shoulders
- Add deceleration lanes
- Add raised medians
- Add lighting
- Conduct speed studies

Area Sector Plans

West Side Strategic Plan (Amended) – City of Albuquerque, 1997

This area plan was created within a regional context and provides a framework of strategic policies to manage future growth and development on Albuquerque's West Side. The geographic extent of the planning area encompasses over 96,000 acres and includes all of Northwest Mesa and most of Southwest Mesa but excludes the North and South Valleys. Recommendations

The table below displays policies related to pedestrian and bicycle improvements and safety provided by the West Side Strategic Plan.

Policy #	Description	Responsibility	Funding Request	Completion Date
1.5	Require pedestrian/bicycle access to Community and Neighborhood Centers	COAPD, BCPZD, Private Developers	Ongoing	Ongoing
3.3	Include mixed-uses and multimodal transportation in the Regional Center and discuss the location of a transit center	COAPD, MRGCOG, COAPTD, Private Developers	Ongoing	1999
3.5	Require setback for trails and open	COAPD, BCPZD,	Ongoing	Ongoing

	space along the entire length of the Calabacillas Arroyo	AMAFCA, COASD, Private Developers		
3.6	Complete acquisition and design tasks for Westside Blvd., McMahon, Universe, Rainbow, Unser, Golf Course, Coors Bypass, and NM 528, incorporating transit opportunities	COAPWD, BCPWD, NMSHTD, MRGCOG, CRR	1997	2000
3.13	The Montañó Bridge has been built. The City should continue consideration of multimodal opportunities	COATPD, COAPWD	Ongoing	Ongoing
3.16	Define land uses in Community and Neighborhood Centers in Taylor Ranch Community, including mixed-use and multimodal access	COAPD, COAPWD, COATPD	N/A	2004

3.17	Allow regional trail connections and designated open space along the Boca Negra Arroyo, subject to regulations within the Petroglyph OSAB National Monument	COAOSD, COAPD, NPS, COAEPC	1997	Ongoing
3.27	Make streetscape and roadway improvements to West Central Ave. to enhance vehicular and pedestrian safety and to improve appearance and image	COAPWD, COAPD	1998	2000
3.65	Preserve adequate space for trails and open space along Amole Arroyo	BCPZD, COAOSD, OSAB, AMAFCA, BCPWD, BCPRD	1997	1999
6.22	Identify additional regional trail connections and work toward acquisition of needed rights-of-way	COAPGSD, COAOSD, COAPD, BCPRD, BCPZD, AMAFCA	1997	Ongoing
6.24	Incorporate commuter bicycle	COAPD, COAPWD,	1997	Ongoing

	trail needs into all future transportation plans and facilities	BCPWD, MRGCOG		
6.25	Include internal bicycle/pedestrian trails in new developments that link to the primary trails network	Private developers, COAPD, BCPZD, COAEPC, BCPC	N/A	Ongoing
6.26	Incorporate trails with roadway projects	BCPWD, COAPWD, MRGCOG	N/A	Ongoing

East Mountain Area Plan – Bernalillo County, 2006

This plan recommends specific policies and actions- to provide guidance on decisions regarding land use controls and development in the East Mountain Area. The plan's overarching goals are to protect the area's natural resources and rural character by encouraging responsible planning and development.

The plan's goal for Transportation is to "Plan transportation infrastructure to facilitate a balanced circulation/transportation system including automobile, bicycle, pedestrian, equestrian, and public transportation modes that respect the existing rural characteristics of the East Mountain Area."

Objectives related to pedestrian circulation include (p. 146)

- "Promote development of pedestrian ways and auto-free areas integrated into developments for safe, pleasant, non-motorized travel."

Techniques that relate to bike-ped circulation include (p. 147)

- "Construct and promote a bicycle and trail network."
- "Include parallel paths and crossings for trails or pedestrian walkways where possible in all street and highway projects."

Los Duranes Sector Development Plan – Bernalillo County, 2012

The Los Duranes Sector Development Plan is intended to articulate the communities' vision and provide strategies and recommendations for achieving community goals. The plan covers the extent of the Los Duranes neighborhood in the North Valley, located near of Interstate-40, approximately between Rio Grande Blvd. and the Rio Grande. The plan highlights the lack of complete pedestrian and bicyclist amenities, including sidewalks and ADA accessibility. Residents point to the dangerous nature of the intersection of Rio Grande Blvd. and Indian School Rd. The plan divides the recommendations into various sections, specifically on streets, sidewalks, and trails. The vision statement, goals, and implementation strategies for streets, sidewalks, and trails are:

Vision Statement

The narrow streets and acequias of Los Duranes are an essential part of our neighborhood character, which have been preserved and maintained in new developments. We

have a connected network of safe routes to schools and community facilities and provide pedestrian and biking amenities for all ages and abilities. Bus shelters and access to transit, bike, pedestrian, and equestrian trails offer viable alternatives to automobile use. Shaded pathways and trails along the acequias and bosque provide an interconnected network in and around the neighborhood.

Goals

1. Improve transit facilities and service for Los Duranes.
2. Improve roadway safety by reviewing and updating roadway signing and striping.
3. Preserve and maintain pedestrian/biking/equestrian opportunities and walkability in the neighborhood streets and acequias.
4. Preserve and maintain the connections to the riverside trail along the bosque.
5. Develop traffic calming designs for the area streets that maintain the unique character of the neighborhood and provide for multiple modes of travel to the extent possible.
6. Improve neighborhood identity through entry and interpretive signage and lighting.
7. Improve traffic and pedestrian safety at the neighborhood street intersections to Rio Grande Boulevard.
8. Develop sidewalk and street design standards that improve pedestrian comfort and safety while maintaining neighborhood character.

Implementation Strategies

- Coordinate with local bicycle, pedestrian, and equestrian advocacy groups, such as the Greater Albuquerque Bicycling Advisory Committee (GABAC), to be aware of new opportunities for project funding and technical support provided by the City, County, and MRCOG.
- Increase safety for children walking and biking to school by engaging in the “Safe Routes to School Program,” which provides technical and programmatic support for projects. Funding for this program is administered through the New Mexico Department of Transportation, and can be used for awareness and education, physical improvements, programs, encouragement, enforcement, and evaluation.
- Develop a pedestrian trails network that is associated with the Duranes ditch. Work closely with MRGCD to identify issues and opportunities related to the ditches and acequias. Depending on the land status, different strategies are available for maintaining ditches, addressing blocked-off areas, and investigating the feasibility of any trail improvements in Los Duranes.
- Improve pedestrian and bicycle safety by reducing the speed of vehicles traveling through the neighborhood on key roadways such as Floral, Rice, and Gabaldon, developing informal informational campaigns among neighbors, and educating roadway rules and regulations for pedestrians and cyclists. Ensure pedestrian safety and security through adequate lighting and/or by encouraging opportunities for natural surveillance.

- Replace existing traffic calming devices with pedestrian tables at intersections, bulb-outs with planters to narrow travel lanes, and chicanes or other travel lane modifications.
 - Maintain the visibility of traffic control signs and striping. Restripe roads and install crosswalks where appropriate to slow down vehicle speeds and increase driver awareness of pedestrians and cyclists.
 - Work with the County Public Works Department, and the City's Department of Municipal Development, and 1% for the Arts Program to investigate streetscape improvements, interpretive signage, and gateway features in the neighborhood.
 - Develop minimum city and county roadway standards that meet the existing roadway configurations within the Los Duranes plan area. Review the condition of each neighborhood roadway and rehabilitate all deficient roadway sections to standards that are in character with the neighborhood streets. This will apply to the roadway surface curb and gutter, sidewalk, and drainage facilities within the right-of-way where applicable.
 - Designate a safe, efficient route for travel between Rio Grande Boulevard, the Community Center and park, and the Montessori Charter School to minimize cut-through traffic along minor local streets.
 - Develop alternatives for the Rio Grande Boulevard/Indian School Road intersection to improve operations, safety, and access while discouraging increased traffic on Indian School Road west of Rio Grande.
 - Transport seniors by community center van to bus stops on Rio Grande Boulevard and/or Central Avenue.
 - Rehabilitate existing sidewalks that are in disrepair and fill gaps in existing sidewalks.
 - Provide shoulders along narrow roadways where no sidewalks exist for pedestrian circulation, and gravel surfaces for non-motorized access along the neighborhood ditches with public right-of-way. Remove impediments to non-motorized travel.
 - Provide bicycle route signage and enhancements along each designated route within the neighborhood.
 - Investigate upgrading the #36 ABQ Ride bus route to a two-way service.
 - Provide signal offset and timing changes on Rio Grande Boulevard to minimize vehicle delay on Rio Grande Boulevard and to improve pedestrian safety and vehicular access from neighborhood cross-streets, based on a Progression Study of Rio Grande Boulevard from Matthew to Bellamah that quantifies traffic movements along the corridor.
 - Prepare and implement a traffic-taming plan to reduce speeding along Rio Grande Boulevard.
- A few recommendations for improving pedestrian and bicyclist safety and amenities are also included in other sections. This includes:
- Form a Neighborhood Ditch and Trail committee to work with MRGCD on issues pertaining to the ditches, on preserving the cottonwood trees, and to promote, educate, and support family gardening in Los Duranes.

- Add street lighting that follows neighborhood lighting standards in residential areas and does not conflict with trees, at the Duranes Community Center and park, where none currently exists.
Replace existing lighting that does not meet neighborhood lighting standards.

Lastly, the plan introduces the proposed capital improvement projects, which include:

- Install streetlights at the Duranes Community Center and Park, along streets and alleyways where none currently exist that are historically appropriate in style, reinforce dark sky principles, and use zero-footprint light heads.
- Replace existing speed humps with other traffic calming solutions such as pedestrian tables at intersections, bulb-outs with planters to narrow travel lanes, and chicanes or other travel lane modifications.
- Develop alternatives for the Rio Grande Boulevard/Indian School Road intersection to improve operations, safety, and access while limiting increased traffic on Indian School Road west of Rio Grande.
- Rehabilitate existing sidewalks that are in disrepair and fill gaps in existing sidewalks.
- Install neighborhood information kiosks on the Bosque Trail at Duranes Road and Beach Road trailheads.
- Provide signal offset and timing changes on Rio Grande Boulevard to minimize vehicle delay on Rio Grande Boulevard and to improve pedestrian safety and vehicular access from neighborhood cross-streets, based on a Progression Study of Rio Grande Boulevard from Matthew to Bellamah that quantifies traffic movements along the corridor.

- Prepare and implement a traffic-taming plan to reduce speeding along Rio Grande Boulevard.

Other Jurisdiction Plans

City of Albuquerque Major Public Open Space Facility Plan – City of Albuquerque, 1999

The Major Public Open Space Facility Plan was created to establish guidelines for implementing the Major Public Open Space Network goals included in the 1975 and 1988 Albuquerque/Bernalillo County Comprehensive Plans. The Major Public Open Space Facility Plan is a rank 2 facilities plan covering Albuquerque and Bernalillo County. The Plan's major purposes include:

- Conservation of natural resources and environmental features
- Provision of opportunities for outdoor education and recreation
- Shaping the urban form
- Conservation of archaeological resources
- Provision of trail corridors
- Protection of the public from natural hazards

The Plan's main goals include:

- Create an inventory of existing conditions within the City of Albuquerque MPOS Network.
- Encourage and promote citizen participation in determining the direction of the MPOS Program.
- Identify community needs and desires related to Major Public Open Space.

- Develop a strategy to meet community needs and identify necessary resources to meet those needs.
- Identify management and maintenance needs based on community needs, existing public uses, and resources.

The plan introduces a series of general recommendations to be applied across the entire city and county and specific recommendations meant only for that region. The general recommendations include:

- Trails in protected, undeveloped open space can be paved or unpaved. However, alignments should be part of a resource management plan, master development plan, or site plan.
- Protected, undeveloped open spaces may include trails with varying levels of accessibility, including trails that range from usable to challenging for users with disabilities.
- In open-space facilities, unpaved or paved trails can be utilized as links to more sensitive trails and areas.
- Existing trails shall be utilized whenever possible, and new trails should be developed and sited to meet the goals and requirements of this plan.
- Various paved and unpaved trails at varying levels of challenge, including hiking, equestrian, and bicycle trails, will be provided within designated MPOS in appropriate areas. Preferred trail locations will be identified in Resource Management Plans, Master Development Plans, and site development plans.
- Interpretive trails are appropriate at accessible points of interest, particularly along major arroyos, along links

between areas of cultural or historical significance, at facilities located in areas of educational value, or at the fringes of open space preserves.

- Public access trails and easements are recommended as an integral part of private development adjacent to Major Public Open Space. The locations of trails and access points should be coordinated with Open Space staff.
- Access to open space preserves should be by primitive trails. Access should be restricted to protect vegetation, wildlife habitat, and other fragile resources.
- The Open Space trail system shall accommodate a variety of users on single and multi-purpose trails. Trails should be designed as much as possible to meet the requirements and intents of the Americans with Disabilities Act and accommodate a range of ability levels. Multiple use of trails is encouraged, but designated trails may be developed in some areas to minimize resource damage. Public information regarding trail etiquette shall be provided at manned facilities.
- The location of access points, parking, and trailheads will be coordinated with the sidewalk system, existing and proposed trails identified in the Bikeways and Trails Facility Plan and on adjacent Federal lands.
- Trails shall be designed and managed to minimize environmental damage and conform to the natural landscape's materials and topography to the greatest degree possible.
- A program shall be developed that educates the public about natural, cultural, and archaeological resource

protection, conservation and land use ethics, water safety, trails safety and etiquette, and the nature, location and availability of recreational facilities.

The area-specific recommendations include the following:

Sandia Foothills Recommendations

- Lands in the Sandia Foothills should provide outdoor education and recreation opportunities, including trails for various users, picnicking, and environmental education.
- Lands in the Sandia Foothills should provide trail corridors, including access to Federally held lands and a continuous north-south route along the base of the Sandias.
- The primary uses within the protected, undeveloped areas of the Sandia Foothills will be hiking, jogging, bicycling, equestrian use and other low-impact recreation.
- The location of trails and trailheads within the Sandia Foothills shall be coordinated with the locations of trails within the Cibola National Forest to ensure appropriate linkages.

West Side Open Space Recommendations

- West Side Open Space lands shall provide opportunities for outdoor education and recreation, including trails for a variety of users, archaeological, biological, and geological-based environmental education.
- Shape urban form by providing a development-free visual western edge for Albuquerque formed by the volcanoes and basaltic escarpment and Atrisco terrace; using arroyos as edges to neighborhoods and for trails connecting neighborhoods; using the playa lakes as open spaces in potential future development; providing permanent open space separation between planned communities and establishing the Rio Puerco drainageway as the western edge to urban development should the city develop west of the escarpment and Atrisco terrace.
- West Side Open Space lands shall provide trail corridors including east-west trails along the arroyos connecting the bosque and the northwest mesa escarpment.
- Hiking, jogging, horseback riding, mountain biking, and other dispersed, informal recreation will be the primary uses within West Side Open Space's protected, undeveloped areas. The City shall coordinate trail development with trails in Petroglyph National Monument, arroyo trails, and trails along valley ditches as designated in the Trails and Bikeways Facility Plan and the General Management Plan for the National Monument.

Rio Grande Bosque Recommendations:

- Compatible land uses in most Rio Grande Valley State Park may include walking, bicycling, fishing, picnicking, horseback riding, and canoeing. Land uses in wildlife preserve areas shall be limited to scientific study. Public access to the bosque shall be located in areas least sensitive to human use. Facilities shall be located and designed to divert uses away from sensitive habitats.
- The areas on both sides of the river, from the Barelás Bridge to 1-40, are locations for recreational use. These uses shall include an information booth, wheelchair-accessible trails, interpretive trails, picnic areas, and trail connections to the Biological Park and the Rio Grande Zoological Park.
- An ecologically compatible, multi-use trail system shall be developed consistently with the policies of the Bosque Action Plan.
- Interpretive trails shall provide public education about native species habitats.
- Where monitoring indicates significant public use impacts on the health and diversity of the bosque, trails shall be closed and relocated, if possible, to maintain their continuity. Vegetation restoration shall commence immediately upon closure and relocation of trail segments.

Arroyos Recommendations:

- Provide opportunities for outdoor education and recreation, including trails for a variety of users.

- Provide trail corridors along both arroyos.
- The Open Space Division shall initiate a revegetation program for unauthorized trails in Montesa Park. Fences or other barriers shall limit the space available for off-road vehicle use.

East Mountain Major Public Open Space Recommendations:

- Provide opportunities for outdoor education and recreation, including picnicking, trails for multiple users, and forest-based environmental education.

Rio Grande Trail Master Plan – NM EMNRD, 2015

The Rio Grande Trail Master Plan provides a shared vision and work plan for developing the Rio Grande Trail, a 500-mile cross-state trail that “offers a window into the heart and soul of New Mexico.” The Rio Grande Trail Master Plan is a rank 2 facility plan that covers the extent of the Rio Grande through the state of New Mexico. This includes Taos County, Rio Arriba County, Santa Fe County, Los Alamos County, Sandoval County, Bernalillo County, Valencia County, Socorro County, Sierra County, and Dona Ana County. The trail will be created to provide accessible outdoor recreation opportunities for thousands of New Mexicans and help to tell stories of communities’ deep ties with the river. The Rio Grande Trail would have the potential to be designated as a National Recreation Trail, driving tourism in the region.

The general goals of the plan include:

1. Leverage prior and current trail planning efforts to establish a broadly accepted vision.

2. Establish a common understanding of the nature and character of the Rio Grande Trail.
3. Seek high-level consensus regarding the Rio Grande Trail alignment.
4. Create a shared master document that informs regional collaboration.
5. Elevate excitement for building a signature trail.

The Rio Grande Trail will contain a mix of trail and path typologies as it runs through rural, semi-urban, and urban areas and will accommodate a range of users, including walkers, runners, hikers, bicyclists, and equestrians.

The preferred route through Bernalillo County is:

As the trail enters Bernalillo County, it transitions into an urban zone as it goes into Albuquerque along mostly shared-use paths and shoulder bikeways. It runs through Rio Grande Nature Center, the Valle de Oro Urban Wildlife Refuge, and the Paseo Del Bosque Trail. Then the trail splinters east along Interstate-40, connecting with Cibola National Forest Loop, with multiple options for connecting Rio Bravo to Isleta Pueblo areas.

- 29.1 miles shared use path
- 7.1 miles sidepath
- 15.1 miles shoulder bikeway
- 8.5 miles urban bikeway
- 8 water access locations and shelters are recommended

The trail design recommendations include:

- **Tread Width and Passing Space: Provide** sufficient trail width and space to allow users to pass each other, either as a continuous condition, or as passing spaces at defined intervals. This also includes vertical clearance from overhanging trees and objects.
- **Sight Distance:** Include an adequate length of trail visible ahead to the user. Sight distance should be balanced with speed control features, turns, and a sinuous layout.
- **Turn Radius:** Create a minimum inside radius of turns to ensure they can comfortably negotiate.
- **Sinuosity:** Lay out a trail with many curves and minimal straight sections. This helps limit the speed of mountain bikers and other users.
- **Speed Control Features:** Install pinch points, choke points, technical trail features, and other elements specifically designed to limit users' speeds.
- **Surface Texture:** Design the relative smoothness, evenness, and firmness of the trail tread to moderate travel speed by mountain bicyclists, including the presence of irregularities.
- **Low Trail Structures:** Avoid steps and water bar structures that constrain access for horses and mountain bikers and can create points of conflict.
- **Gradient:** Apply design limits or variations in the trail's gradient for multiple uses.
- **Trail Layout and Classification:** When considering trail suitability for multiple uses, factor in the trail's level of use, the availability of alternative trails and routes, and the potential for trails to primarily serve one or multiple user types.

As the Rio Grande Trail non-profit will not own or manage most of the trail, they must tailor maintenance plans to each section's unique context. The maintenance standards include:

- **Major damage response (fallen trees, washouts, flooding):** Immediate response to need
- **Site furnishings (replace damaged components):** As needed
- **Graffiti removal:** Weekly; as needed
- **Trash disposal:** Weekly during high use; twice monthly during low use
- **Litter pick up:** Weekly during high use; twice monthly during low use
- **Fencing repair:** Inspect monthly for holes and damage, repair immediately
- **Inspections:** Seasonally
- **Remove obstructions from trail path:** As needed, quarterly inspections
- **Trail sweeping/blowing:** As needed during high-use season
- **Culvert inspection:** Before any rainy season, after major storms
- **Maintaining culvert inlets:** Inspect before the onset of the wet season
- **Lighting repair:** Annually
- **Water bar maintenance:** Annually
- **Shoulder plant trimming:** Biannual
- **Sign repair/replacement:** 4-6 years
- **Introduced tree and shrub plantings:** 1-3 years
- **Pavement sealing; pothole repair:** 5-15 years

New Mexico Prioritized Statewide Bicycle Network Plan – NMDOT, 2018

The New Mexico Prioritized Statewide Bicycle Network Plan is intended to identify where bikeway infrastructure would be most beneficial and provide design guidance that indicates the appropriate types of infrastructure by roadway context. The plan covers the extent of the State of New Mexico. The vision statement for the plan is:

A safe, sustainable, and well-connected bicycle network that increases access to statewide destinations stimulates and supports economic development, fosters healthy communities, and equitably serves New Mexican residents and visitors.

The General Goals and Action Items for the plan include:

Goal I. Prioritized Statewide Bicycle Network – Develop a tiered system of New Mexico-owned and maintained roadways (NM highways) to inform statewide investments in bikeway infrastructure.

- Develop New Mexico-specific criteria for determining where bikeway improvements would be most beneficial, including identification of key bicyclist destinations, first-/last-mile connections to transit, established bicycling routes, existing infrastructure, employment centers, and others.
- Establish a tiered route system to identify the appropriate locations for bikeway infrastructure

investments on NM highways based on existing or latent demand for bicycling.

- Ensure adequate funding investment on Tier 1 and Tier 2 roadways to achieve minimum standards for the design, maintenance, and efficient operations of bikeway facilities.

Goal II. Safety and Comfort – Improve bicyclist safety by designing and implementing quality bikeways to make bicycling a more comfortable and attractive mode of transportation.

- Create and utilize design guidelines to ensure high-quality routes are available for bicycle travel for New Mexico residents.
- Reduce fatalities and serious injuries of bicyclists on NM highways through implementation of crash reduction measures (e.g., installing dedicated bicycling facilities, providing wide shoulders on bicycling routes, and improving intersection crossing conditions for bicyclists).
- Combine infrastructure improvements with signage and pavement markings to enhance the visibility of bicyclists and improve awareness on the part of motorists.
- Bolster existing NMDOT public outreach campaigns, such as the "Look for Me" campaign, to increase education and outreach regarding bicyclist safety and awareness.

Goal III. Public Health – Improve health outcomes by providing increased transportation options and making

bicycling an attractive and accessible option for recreational activities.

- Invest in facilities that provide connections to parks and recreational sites, linking assets to support positive physical and mental health outcomes.
- Increase physical activity and improve long-term health outcomes of New Mexico residents by making bicycling a more desirable mode of transportation and increasing the number of bicycling trips.
- Improve air quality and reduce emissions through a higher statewide bicycling mode share.

Goal IV. Connectivity and Access – Expand transportation and recreation choices by making bicycling easy, safe, and efficient for all trip types and connecting local and regional bicycle networks.

- Improve access to goods, services, and employment opportunities by implementing a statewide bicycle network that connects people to destinations within communities, provides connections between major cities, and provides connections between rural and urban communities.
- Invest in facilities that improve connections to transit stops and stations and regional and local bicycle networks.
- Invest in facilities that connect to critical/high-demand destinations, such as activity centers and employment sites, cultural and tourist attractions, and educational institutions.

- Reduce single-occupancy vehicle (SOV) commute trips, the number of vehicle trips, and total vehicle miles traveled (VMT) by improving access for bicyclists to employment centers located along NM highways and creating practical alternatives to using a private vehicle.

Goal V. Economic Development and Tourism – Promote bicycling as a driver of statewide economic development.

- Make New Mexico a go-to bicycling destination by developing a high-quality statewide bicycle network that improves the experience of long-distance bicyclists.
- Invest in facilities that connect to regional attractions, such as New Mexico's state and federal lands and rural/small-town communities with tourism potential, to promote and support recreational bicycle tourism.
- Work with organizers of bike races to address safety and maintenance issues for events on NM highways.

Goal VI. Equity – Make bicycling a reliable and convenient mode of transportation for historically underserved populations in New Mexico.

- Identify and invest in areas in New Mexico with concentrations of historically underserved populations who may disproportionately rely more on walking, bicycling, and transit to complete their trips.
- Invest in first — and last-mile connections to transit stations and to employment centers that facilitate journey-to-work trips for historically underserved populations.

- Pursue equitable investment in bikeway infrastructure across the state of New Mexico by balancing investments in utilitarian and recreational bicycling routes.

Goal VII. Inter- and Intra-Agency Coordination — Work with agencies at all levels of government to create a statewide bicycle network that is well-integrated with local and regional networks and to facilitate efficient Plan implementation.

- Encourage integrating the NM Bike Plan with local and regional bike planning efforts.
- Integrate the statewide bicycle network with local and regional networks to improve bicycle travel across communities, regardless of jurisdictions or infrastructure ownership.
- Leverage, where possible, funding decisions and investments for bicycling via local, regional, and state coordination.
- Develop an internal process where the NM Bike Plan and associated design guidelines are referenced during preliminary planning and design phases for all roadway projects led by NMDOT.
- Utilize opportunities during rehabilitation and reconstruction projects to implement bikeway infrastructure on NM highways.

The Plan leveraged multiple methods of community interaction and involvement. Overall, the community noted the need for improved safety for bicycles along highways and pointed to the presence of bikeway facilities and shoulders as the main factors in determining bicycle routes. An interactive

map revealed a range of problem points around the state, with most issues arising within urban areas. The plan places sections of highways into 3 priority levels (Tier 1, Tier 2, Tier 3) based on multiple factors, including demand, equity, public input, state route designation, local/regional designation, existing infrastructure, and transit access. The Tier 1 and Tier 2 priority routes include:

Tier 1

- NM-333 from Santa Fe County border to Tramway Blvd. (NM-556)
- Tramway Blvd. (NM-556) from NM-333 to NM-47 (2nd St. and Broadway Blvd.)
- Paseo Del Norte Blvd. (NM-423) from Tramway Blvd. (NM-556) to Coors Blvd. (NM-45)
- NM-47 (2nd St and Broadway Blvd.) from Alameda Blvd. (NM-528) to Valencia County border
- Alameda Blvd. (NM-528) from NM-47 (2nd St. and Broadway Blvd.) to Sandoval County border
- Coors Blvd. (NM-45) from Interstate-40 to Alameda Blvd. (NM-528)
- Corrales Rd. (NM-448) from Alameda Blvd. (NM-528) to W Meadowlark Ln.
- NM-500 (Rio Bravo Blvd. and Dennis Chavez Blvd.) from Interstate 25 to Interstate 40.
- NM-14 from NM-333 to NM-536
- NM-337 from NM-333 to NM-217

Tier 2

- NM-313 from Tramway Blvd. (NM-556) to Sandoval County border
- Paseo Del Norte Blvd. (NM-423) from Coors Blvd. (NM-45) to Golf Course Rd.
- Coors Blvd. (NM-45) from Interstate-40 to Valencia County border
- NM-337 from NM-217 to Torrance County border
- NM-536 from NM-14 to Sandia Crest
- NM-14 from NM-536 to Santa Fe County border

The plan then includes general design interventions which are intended to be applied in a range of contexts. The interventions include:

- **Bike lanes** – designated portion of roadway with striping, minimum 5 feet wide, most appropriate in urban areas
- **Buffered bike lanes** – bike lanes with extended buffer space striped out, minimum 18-inch buffer but 34 feet recommended, most appropriate for urban areas
- **Separated bike lanes** – bike lanes that contain separated facilities, usually use bollards, curbs, or planting and are most appropriate for urban areas
- **Shoulder bikeway** – dedicated, unmarked space on the- edge of the road, 4–5-foot width, most appropriate for rural areas
- **Rumble strip guidance for shoulder bikeways** – creates separation between shoulder and lanes, makes a warning for drivers, and maximizes space for bikers

- **Shared Use Path** – a two-way, multi-use paved pathway that is 10 feet wide but wider for busy urban pathways.

Design interventions for roadways that are constrained in width include:

- Roadway Reconstruction and Widening
- Lane Narrowing
- Road Diet

Design interventions for roadways that cannot be heavily modified include:

- Shared lane marking
- Advisory lane
- Uphill shoulder lane
- Flashing beacons
- Regulatory Signage
- Warning Signage

Lastly, the plan introduces some planning and programmatic recommendations:

- Create plans and programs for achieving safety goals
- Further develop state performance and benchmarking activities
- Expand data collection and evaluation of existing conditions
- Update bicycle guideline map
- Update state bicycle route designations
- Consider applying for US bicycle route designations

- Create bicycle tourism campaign and promotional efforts
- Integrate bikeway infrastructure and regional planning efforts with other agencies
- Regularly update the NM Bike Plan

Connections 2040 – MRCOG, 2020

The Connections 2040 Plan is a long-range plan intended to help guide transportation investment in the mid-region of New Mexico. The plan covers the Mid-Region Metropolitan Planning Organization jurisdiction which ranges from Belen to Cochiti Pueblo. The main plan goals include:

Optimized Mobility:

- Develop a long-range regional transit plan in coordination with public service agencies, municipalities, and developers, which includes prioritized transit investments.
- Enhance the safety, frequency, availability, and reliability of transit.
- Adopt mixed-use and higher-density zoning along transit corridors to support ridership.
- Develop and implement roadway connectivity standards.
- Improve multimodal options and last mile connections.
- Adopt policies and standards that support Complete Streets and context sensitive design standards.

Economic Linkages:

- Encourage place-making and the proliferation of community identity and innovation.

- Incentivize redevelopment, transit-oriented development, and infill in order to maximize the utility of existing infrastructure.
- Ensure project readiness in transportation funding decisions.
- Support projects utilizing innovative technologies.
- Support and coordinate freight operations and movement, and industrial development.
- Promote fiscally responsible growth patterns.

Active Transportation:

- Implement the recommendations in the Long-Range Transportation System Guide (LRTS) and Regional Transportation Safety Action Plan (RTSAP).
- Ensure the health and safety of the traveling public.
- Improve the user experience for cyclists, pedestrians, and transit riders with thoughtful connections and design.
- Prioritize a well-connected and safe transportation network.
- Improve access to and within activity centers and transit corridors.
- Consider the needs of people of all ages and abilities in the design and operation of active transportation infrastructure.

Environmental Resiliency:

- Integrate ecological principles in transportation and land use planning.

- Prepare Emergency Management Plans with a focus on multi-agency coordination.
- Encourage low-impact and sustainable development strategies in natural or culturally sensitive areas.
- Promote natural resource and greenspace conservation.
- Provide non-motorized access and safe routes to recreational areas and open space.
- Consider transfer of development rights and land purchases to conserve and create new open spaces.
- Require coordination of drainage and landscape plans to maximize efficient use of stormwater.

The plan also includes guiding principles:

- Coordinate land use and transportation planning to reduce congestion and encourage shorter trips.
- Prioritize existing infrastructure which is necessary for fiscally responsible growth.
- Focus on active place-making which encourages economic development and a sense of community.
- Invest in activity centers and transit-oriented development, which supports economic viability and access to services.
- Balance housing and jobs, particularly on the west side, which decreases trips across the river.
- Build connected multimodal travel networks that provide shorter and safer routes for everyone.
- Support premium regional transport, which improves equity and frequency of transit services.

- Encourage diverse housing options that respond to changing consumer preferences.

The Connections 2040 plan was created to increase connectivity by addressing gaps in the transportation infrastructure network across the mid-region of New Mexico. The plan points to the lack of quality, completeness, and safety of a lot of the current mid-region transportation system. The plan discusses the benefits of an enhanced pedestrian and bicyclist transportation system, which include a reduction of pedestrian and bicyclist fatality and injury rates, an improvement in the quality of air, an increase in physical health and a decrease in chronic disease, an increase in emotional and psychological health, and a decrease in spending towards fuel and accident costs. Vision Zero and Smart Growth principles are included as a general guide for the improvement of the transportation system. The plan presents some informal recommendations through its narrative, which include:

- Driving education must be expanded to include ALL the rules of the road and encourage everyone to look for one another.
- Road safety campaigns or PSAs are most successful when used in coordination with legislation and law enforcement.
- Certain types of interventions are far more effective than others and understanding what the data is telling us to focus our efforts on can make a world of difference in the safety of our roadways.
- A bike share system can improve access to transportation and capture many of the short trips taken around activity centers.

- Long-Range Pedestrian Facilities must prioritize improving the pedestrian network and pedestrian facilities in the AMPA must focus on developing walkable centers and safer conditions for pedestrians walking along and across streets.
- Road Diets are low-cost and proven safety countermeasures. They decrease crashes by an average of 29% after a four-to-three-lane road diet.
- Transportation networks can build communities and make critical connections. Walkable and transit-friendly communities may be more attractive to a younger workforce. Metro areas with high levels of walkability tend to have a population with higher educational attainment.

The plan also describes planned and proposed projects:

Planned projects before 2040

- Paseo Del Norte Corridor Trail: a continuous bike/pedestrian trail along Paseo del Norte.
- North Diversion Channel Trail Rehabilitation
- Santo Domingo Multi-Use Trail Phase II: provide a safe connection from the softball fields to the Santo Domingo Trading Post.
- University Blvd Multimodal Improvements: construct missing bike lanes
- 2nd Street – Valle de Oro Trail: construct a multi-use trail in the South Valley with a connection to the new Valle de Oro National Wildlife Refuge and other existing trails.
- Tijeras Area Projects: construct pedestrian, bicycle and drainage improvements in the village

- Trail Resurfacing and Reconstruction: resurface and/or reconstruct several existing trails in need of improvement.
- Albuquerque Bike Share Program: Expand the current bike share program by providing short-term bike rentals in key areas for trip completion. This extends transit and pedestrian trips by providing convenient bicycles.
- Alameda Drain Trail: connect the North Valley to the existing bikeway network.
- Central Ave Railroad Crossing Connectivity Improvements: improve pedestrian connectivity between Downtown and East Downtown as part of the "Innovation Corridor"

Proposed Bicycle/Pedestrian Projects:

- Provide a continuous bike/pedestrian trail along Paseo del Norte. (To be constructed in phases.)
- North Diversion Channel Trail Rehabilitation.
- Construct a safe, multi-use trail from the softball fields to the Santo Domingo Trading Post.
- Construct missing bike lanes along University Blvd.
- Construct a multi-use trail along 2nd Street with a connection to the new Valle de Oro National Wildlife Refuge and other existing trails.

The Action Plan – Albuquerque’s Vision Zero Action Plan – City of Albuquerque, 2021

The Albuquerque Vision Zero Action Plan (2021) lays out a comprehensive, data-driven roadmap for eliminating all traffic fatalities and serious injuries on city streets by fostering a culture of safety, equity, and accountability. Developed

through collaboration among the Vision Zero Task Force, municipal departments, law enforcement, community partners, and the public, the plan establishes a series of targeted actions—organized around policy, engineering, education, active-transportation infrastructure, data transparency, and implementation oversight—designed to address Albuquerque’s unique traffic safety challenges and guide investments through 2025 and beyond.

1. Policy, Regulation & Practice

- Integrate Vision Zero goals into local and state policies, design standards, and project review criteria.
- Reorganize and expand advisory committees (e.g., GABAC → GAATC) to ensure multimodal Level-of-Service metrics and equity considerations drive roadway design and speed-setting decisions.
- Train city staff and law enforcement on best practices in traffic safety, equity, data reporting, and enforcement focused on Top Contributing Factors (TCFs).

2. Engineering & Infrastructure

- Implement Complete Streets strategies, including coordinated signal timing, wider sidewalks, protected bike lanes, and improved crossings at high-risk corridors.
- Prioritize pedestrian and bicycle network expansions that fill gaps, connect to schools, parks, and transit hubs, and remove physical barriers (e.g., utility poles).
- Partner with utilities and private property owners to eliminate sidewalk obstructions and ensure safe, continuous pathways.

3. Education & Encouragement

- Launch a multilingual educational campaign addressing TCFs, promoting active transportation's health and environmental benefits, and encouraging community engagement in safety initiatives.
- Collaborate with schools (Vision Zero for Youth), community events (ABQ CiQlovía), and media outlets to foster a “culture of care” among all road users.
- Incorporate art and memorial projects into Complete Streets improvements to commemorate lives lost and reinforce safety messages.

4. Walking & Rolling

- Expand and improve sidewalks, multi-use paths, and micromobility programs (e-bikes, scooters) with an equity focus to serve underserved areas.
- Provide transit incentives (free fares, park-and-ride) and employer-based programs to encourage walking, cycling, and transit use among residents and city employees.

5. Data & Transparency

- Enhance crash data collection, reporting, and integration with medical and enforcement datasets to understand injury severity and crash causation better.
- Develop interactive public dashboards and mapping tools for residents to report unsafe locations and track Vision Zero projects.
- Convene monthly fatal crash review meetings to translate findings into design, enforcement, and educational countermeasures.

6. Implementation & Accountability

- Establish performance indicators for each action, with annual progress reports and periodic updates on the City's Vision Zero webpage.
- Revisit and update the Action Plan in 2025 to reflect changing trends, new priorities, and emerging best practices, ensuring a sustained, systematic effort to make Albuquerque's streets safe for all.

NMDOT Pedestrian Safety Action Plan – NMDOT, 2021

In comparison to Bernalillo County's SAP, this plan is much more high-level where the recommendations and actions stated are general guidelines to support programs and policies such as Vision Zero and Complete Streets, and to engage in more public education and outreach.

The function of this plan is to

- Provide a better understanding of where pedestrian-involved crashes occur and why
- Educate the general public on the state's pedestrian safety problem
- Provide a framework for tracking progress, evaluating effectiveness, reporting plan implementation, and monitoring changes to pedestrian injury and fatality rates
- Advance NMDOT's guidance and procedures related to pedestrian safety by providing recommended actions

Chapter 2 – A Framework for Action defines different topic areas with specific actions, responsible parties for

implementation, supporting partners, and a timeline for implementation. The topics include

- Data, analysis, and evaluation
- Driver education
- Pedestrian outreach program
- Highway and traffic engineering
- Law enforcement and emergency services
- Communication
- Planning and legislation

NMDOT Vulnerable Road User Safety Assessment – NMDOT, 2023

The NMDOT Vulnerable Road User (VRU) Safety Assessment Appendices provide comprehensive supplemental information underpinning the main VRU Safety Assessment report. These appendices include detailed data tables, methodological memos, stakeholder feedback, document-and-plan reviews, and compliance checklists, all supporting New Mexico's efforts to reduce serious injuries and fatalities among pedestrians and bicyclists. Together, they offer the quantitative analyses, contextual insights, and procedural documentation required by the Federal Highway Administration (FHWA) to inform and approve the State's safety strategies.

Appendix A: Crash Data Summary

- **High Injury Network Data:** Tabulated counts of pedestrian and bicycle crashes (KA severity) from 2012–2022, disaggregated by roadway

jurisdiction, urban/rural classification, and contributing factors.

- **Trend Analysis:** Year-over-year comparisons highlighting rising or declining VRU crash rates on state vs. local roads.

Appendix B: Data Methodology

- **Data Sources & Processing:** Describes the use of NMDOT crash databases, GIS mapping procedures, and statistical filters applied to isolate VRU crashes.
- **Limitations:** It notes the potential underreporting of non-fatal incidents and data gaps in lighting or roadway condition fields.

Appendix C: High Injury Network (HIN) Maps

- **Interactive Web Map Instructions:** This section provides guidance for accessing the HIN Web Map, which illustrates corridors with concentrated VRU crash clusters.
- **Static Map Exhibits:** Statewide and regional maps highlighting priority corridors for pedestrian and bicycle safety improvements.

Appendix D: Title VI & Equity Analysis

- **Demographic Overlays:** Analysis of crash locations against census data on minority and low-income populations.
- **Disparate Impact Assessment:** Findings that, while minority communities experience higher

VRU crash rates, there is no disproportionate burden on low-income groups.

Appendix E: Stakeholder Engagement

- **Meeting Summaries:** These include tables of comments from VRU advocacy groups, MPOs, tribal representatives, and disability-focused organizations, emphasizing the need for tribal and low-income community outreach, pedestrian infrastructure, and policy integration.

Appendix F: Crash Profiles Memo

- **Profile Definitions:** Thirteen distinct crash profiles combining mode (pedestrian/bicycle) and contextual factors (e.g., alcohol involvement, lighting, intersection type).
- **Key Trends:** The top profiles include alcohol-involved pedestrian crashes on local roads (17 % of KAs) and dark-condition, mid-block pedestrian crashes on state roads (12 %).

Appendix G: Document & Plan Review

- **Scope of Review:** Seventeen state, MPO, and tribal safety plans (2015–2022) were assessed for their focus on pedestrians, bicyclists, and equity.
- **Findings:**
 - Pedestrian and bicycle safety are frequently primary concerns in recent plans (11 and 9 of 17, respectively).

- Equity considerations have grown since 2018 but remain secondary to infrastructure priorities.
- Secondary concerns include ADA compliance and environmental justice, with variable coverage across plans.

Appendix H: FHWA Guidance Compliance Checklist

- **Template Alignment:** A crosswalk showing where each FHWA VRU Safety Assessment requirement (e.g., performance trends, demographic considerations, Safe System Approach) is addressed in the main report and appendices.
- **Section References:** Precise pointers to sections and pages (e.g., “Section 2.2, pp. 2-11” for historical trends) to facilitate FHWA review.

These appendices provide detailed evidence, stakeholder perspectives, and procedural documentation to validate NMDOT’s VRU Safety Assessment and ensure alignment with best practices and federal requirements.

Regional Transportation Safety Action Plan – MRCOG, MRMPO, & Mid-Region RTPPO, 2024

The 2024 Regional Transportation Safety Action Plan (RTSAP) for the Mid-Region Council of Governments was formally adopted in August 2024. It serves as the region’s blueprint for reducing traffic fatalities and serious injuries

through a data-driven, Safe System approach that aligns with USDOT's National Roadway Safety Strategy

Key Components:

1. **Crash Data Analysis (2017–2021):**
 - A comprehensive five-year crash review to identify high-risk corridors and intersections.
 - Identification of fatal and serious injury hotspots to guide targeted interventions.
2. **Updated Safety Countermeasures Toolbox (Appendix A):**
 - Incorporates the latest national best practices, from low-cost treatments (e.g., high-visibility crosswalks, speed-management markings) to systemic infrastructure changes (e.g., roundabouts, road diets).
 - Emphasizes a human-centered philosophy and shared responsibility for safety.
3. **Safety Project & Program List (Appendix B):**
 - Over 200 projects and programs across Bernalillo, Sandoval, Tarrant, Valencia counties, and tribal lands.
 - Ranges from corridor-level Complete Streets projects and pedestrian-bicycle improvements to policy and programmatic initiatives (e.g., ignition interlock support, utility coordination for street lighting).
 - Categorized by mode, countermeasure type, and implementation timeframe (short, medium, long).
4. **Area Safety Profiles (Appendix C):**
 - Jurisdiction-specific crash maps and site visits highlighting the most dangerous locations.

- Tailored recommendations for local agencies to pursue grant funding and advance priority safety projects.

5. Grant Eligibility & Implementation Readiness:

- The RTSAP positions member agencies to compete effectively for federal safety grants by listing vetted countermeasures and projects.
- Reinforces MRCOG's commitment to zero roadway deaths via Metropolitan Transportation Board Resolution R-24-07.

Forward-Looking Goals:

- **Eliminate traffic fatalities and serious injuries** by integrating equity, multimodal access, and community engagement into safety planning.
- **Leverage interagency collaboration** to streamline project delivery and maximize the impact of limited funding.
- **Continuously update** the plan as new crash data and countermeasure research become available, ensuring the RTSAP remains a living guide toward Vision Zero for the MRCOG region.

Transitions 2045 – MRCOG & MRMP, 2025

The Final Review Draft of the Transitions 2045 Metropolitan Transportation Plan (MTP) charts a strategic course for the Albuquerque Metropolitan Planning Area over the next two decades. Developed by the Mid-Region Metropolitan Planning Organization (MRMP), this plan synthesizes extensive public and agency input, rigorous data analysis, and emerging best practices to guide road investments, transit,

active transportation, and intelligent systems. By aligning with regional growth projections and policy priorities—such as Vision Zero safety goals, equity, and environmental sustainability—the MTP lays out a fiscally constrained, performance-driven roadmap designed to enhance mobility, support economic vitality, and foster resilient, connected communities through 2045.

1. Purpose & Planning Horizon

- Develop a 20-year vision (until 2045) for multimodal transportation in the Albuquerque Metropolitan Planning Area.
- It directs investment and policy decisions to accommodate anticipated population, employment, and land use changes.

2. Public & Agency Engagement

- It includes feedback from two public comment periods: the initial draft from December 2024 to January 2025 and the final draft from February 28 to March 30, 2025.
- Hosted virtual meetings and an open house (March 12, 2025) to solicit input on goals, strategies, and projects.

3. Goals & Performance Measures

- **Safety:** Eliminate serious injuries and fatalities (Vision Zero alignment).
- **Mobility & Accessibility:** Enhance reliability and connectivity for all users, emphasizing transit, biking, and walking.
- **Equity & Environmental Justice:** Prioritize investments in underserved communities and mitigate disproportionate impacts.
- **System Preservation & Operations:** Maintain and optimize existing infrastructure through asset management and ITS deployment.
- **Economic Vitality & Sustainability:** Support regional growth, freight movement, and low-emission technologies.

4. Needs Assessment & Scenario Analysis

- It evaluates current and future deficiencies in roadway capacity, transit service, active transportation facilities, and safety.
- Uses travel-demand modeling under multiple growth and funding scenarios to identify “no-build” versus “build” outcomes.

5. Strategic Projects & Programs

- **Roadway Improvements:** Targeted corridor expansions, intersection upgrades, and safety retrofits.
- **Transit Enhancements:** Increased frequency, new routes, bus-rapid-transit corridors, and first/last-mile connections.

- **Active Transportation:** Completing regional bike/ped networks, ADA upgrades, and safe crossings.
- **Intelligent Transportation Systems (ITS):** Traffic signal coordination, traveler information systems, and incident management.
- **Emerging Technologies:** Planning for electric-vehicle charging infrastructure and micromobility integration.

6. Financial Plan & Prioritization

- Projects are cost-estimated and prioritized based on benefit-cost analysis, performance outcomes, and equity considerations.
- Revenue forecasts include federal/state grants, local contributions, and innovative financing (e.g., public-private partnerships).
- Ensures fiscal constraint by matching project costs to reasonably expected funding over the planning horizon.

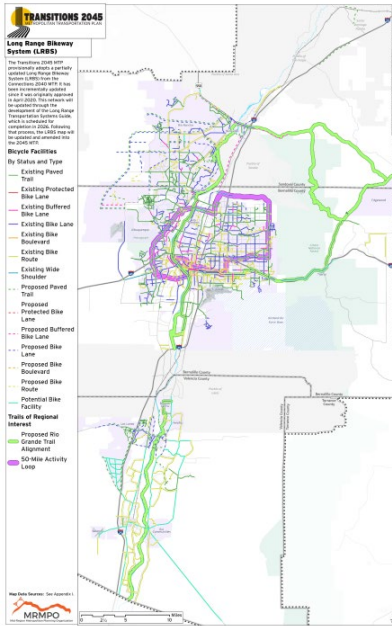
7. Implementation & Monitoring

- Establishes a framework for annual reporting on performance measures, funding status, and milestone achievements.
- Defines roles for MRMPO, member jurisdictions, and partner agencies in plan updates and amendments.

8. Long-Range Bikeway System (LRBS) Map

The map below illustrates the Transitions 2045 Long-Range Bikeway System, depicting existing and proposed bicycle facilities throughout the

Albuquerque metropolitan region. Solid lines indicate paved and protected bike lanes, buffered lanes, bike boulevards, and wide shoulders currently in place, while dashed and colored overlays show planned corridors—including new multi-use trails, protected lanes, and designated bike routes—to close network gaps and enhance connectivity. The proposed Rio Grande Trail alignment and the 50-mile Activity Loop are highlighted in green, which form the backbone of a regional recreational and commuter bicycle network. This comprehensive bikeway vision supports the MTP's goals of improving active transportation options, advancing safety, and promoting equitable access to healthy, low-carbon mobility choices.



APPENDIX B – PUBLIC INPUT SYNOPSIS

Introduction

This public meeting synopsis provides a comprehensive examination of stakeholder input data acquired during the public meeting, facilitating informed decision-making processes in the project recommendations.

The Bernalillo County Pedestrian and Bicyclist Safety Action Plan represents a transformative approach to creating an equitable, safe, and accessible transportation network for all residents. The plan encompasses the five Community

Planning Areas (CPAs) in unincorporated Bernalillo County: East Mountains, North Albuquerque, North Valley, Northwest, and Southwest.

On Wednesday, November 20, 2024, the project team hosted a public meeting to present the project methodology and draft recommendations.

The following items are included in this meeting synopsis:

- A description of the outreach and public notification process to advertise the public meeting and comment period.
- A summary of the public meeting.
- A summary of the public input received during and following the public meeting.

Outreach and Public Notification Process

To comply with Bernalillo County's public meeting process, as well as inform the community, the following notification efforts were conducted:

- 1. Business Flyer.** Outreach flyers were posted at various businesses around the CPAs including . The flyer included the meeting purpose, contact information and details about the public meeting.
- 2. Newsletter.** A newsletter was posted on the official Bernalillo County website? The newsletter included a brief project overview, the meeting purpose, contact information and details about the public meeting.
- 3. Social Media Post.** A social media post was placed on the official Bernalillo County Facebook, Twitter, and

Next Door platforms. The post included the meeting purpose, contact information, and details about the public meeting.

Public Meeting

The Bernalillo County Pedestrian and Bicyclist Safety Action Plan Public Meeting took place in person on Wednesday, November 20, 2024, from 6 p.m. to 8 p.m. at the South Valley Multipurpose Senior Center, located at 2008 Larrazolo Road SW, Albuquerque, New Mexico. The purpose of the meeting was to present the project methodology and draft recommendations and receive input from the public. The room was arranged in an open house format with a presentation area and individual stations displaying existing facilities, crash locations, and recommendations.

The public meeting was staffed by the following individuals:

Bernalillo County:

- Richard Meadows, Planning Manager
- Julie Luna, Transportation Planner

Wilson & Company, Inc.:

- Francine Pacheco, Senior Planner
- Liam Strader-Monaghan, Planner
- Alice Janssen, College Intern

The presentation began shortly after 6 p.m. and was led by Francine Pacheco (Wilson & Company). The presentation encompassed the purpose and background of the project, equity in the County, crash trends and locations, survey

results, and draft recommendations. Additionally, the presentation provided information on how to leave questions and comments for the project team.

Public Meeting Comments

After the presentation, the meeting transitioned into a Q and A session. Below is a summary of the comments and/or questions received during the public forum.

Public Forum Comment 1

Comment

How does the coordination work because of all the different jurisdictions?

General Response

The County has done an excellent job with coordination, and it continues to be an ongoing effort. Because there is a priority ranking in this plan, when NMDOT does work, the County can go to them and ask for those improvements. Loads of communication is happening behind the scenes.

Public Forum Comment 2

Comment

The individual wants leadership from the local community within infrastructure development. They emphasized the dependence on cars and lack of pedestrian safe infrastructure in the local community. They stated that they liked the recommendations.

General Response

We appreciate your comments and confirm that equity is a massive part of the reasoning behind this project. It is by

design that our underserved communities are experiencing the highest fatality crashes. We encourage you to keep speaking with our team throughout the project.

Public Forum Comment 3

Comment

Are there target dates for the priority projects?

General Response

Expect there to be some time before projects begin because we are in the planning process, but we do not want to discourage you. There are already some projects in progress on the priority list.

Public Forum Comment 4

Comment

The individual stated they were happy that bike routes are being included in upcoming projects as it is very dangerous to bike in some areas. They emphasized the importance of including bike-friendly infrastructure in low stress and high stress areas e.g. Gun Club Road.

General Response

We want to emphasize that these are draft recommendations and that your comments will be taken into consideration. We are going off the recorded crash data and there may be gaps related to near misses.

Public Forum Comment 5

Comment

Is there a set size of the proposed bike lanes? How is bike lane width, control speed, and intersection details

determined? Individual is concerned about safety and infrastructure that doesn't encourage speeding.

General Response

Depending on the speed and traffic volume of the roadway, we require more separation. Once the road goes above 30 MPH a buffer is required. There are new and innovative intersection designs coming out that we hope to implement. Intersections tend to experience higher pedestrian and bicyclist crashes, and we hope to provide more space for them.

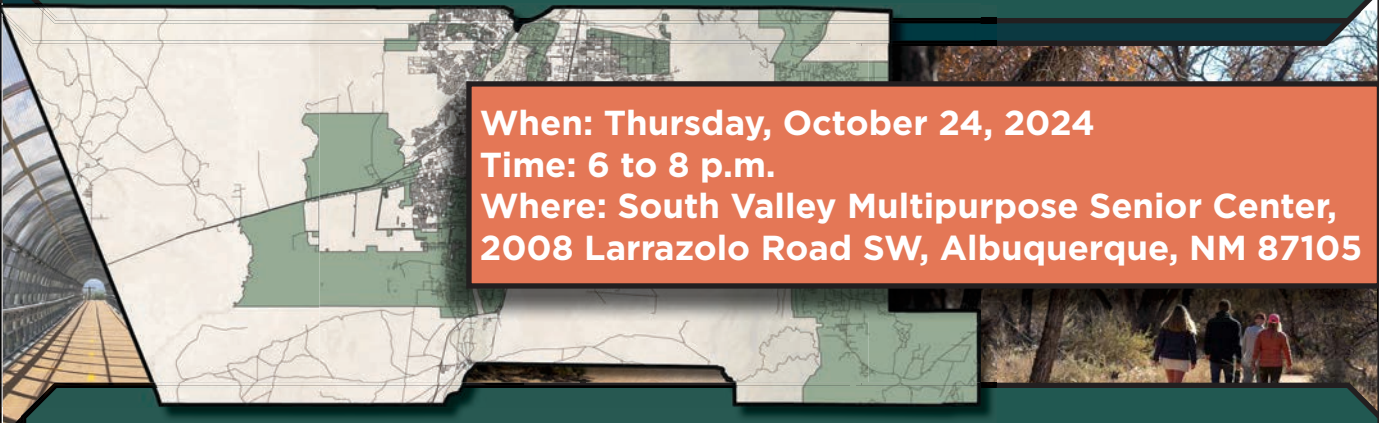
APPENDIX C – PUBLIC MEETING MATERIALS

The following section contains the meeting materials created to promote and used during the public meeting including:

- Business Flyer
- Newsletter
- Social Media Post
- Meeting Presentation

Do you walk or bike in Bernalillo County?

Join us for a public meeting as we present a draft of our updated Pedestrian and Bicycle Safety Action Plan!



When: Thursday, October 24, 2024

Time: 6 to 8 p.m.

Where: South Valley Multipurpose Senior Center,
2008 Larrazolo Road SW, Albuquerque, NM 87105

Bernalillo County will be hosting a public meeting to share a draft of the updated Pedestrian and Bicycle Safety Action Plan. Be sure to attend to hear about the team's research, findings, and draft recommendations of how we can improve multimodal safety in our community.

Bernalillo County values your input and encourages all who walk or bike in the unincorporated County to join us and contribute to our Safety Action Plan.

We look forward to seeing you at the meeting and working together to build a better future for the County.

Can't attend the meeting in person?

Please Contact Julie Luna at jaluna@bernco.gov or
Francine Pacheco at francine.pacheco@wilsonco.com

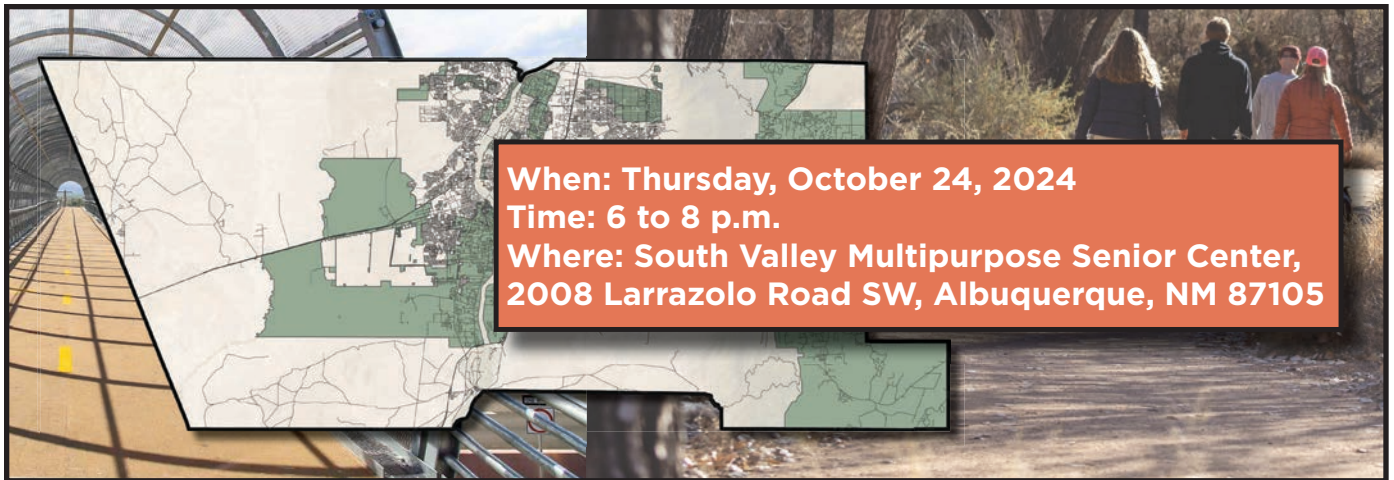


WILSON
& COMPANY

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About the Safety Action Plan

Wilson and Company in collaboration with Bernalillo County has undertaken an effort to plan the future of pedestrian and bicycle safety and infrastructure in the unincorporated County. The project includes a review of previous planning efforts, pedestrian and bicycle crash patterns, and existing infrastructure. This data has been used to identify key safety issues and develop a robust list of recommended improvements to the pedestrian and bicycle network. The plan will be used to develop a safer, more sustainable multi-modal transportation system in Bernalillo County.

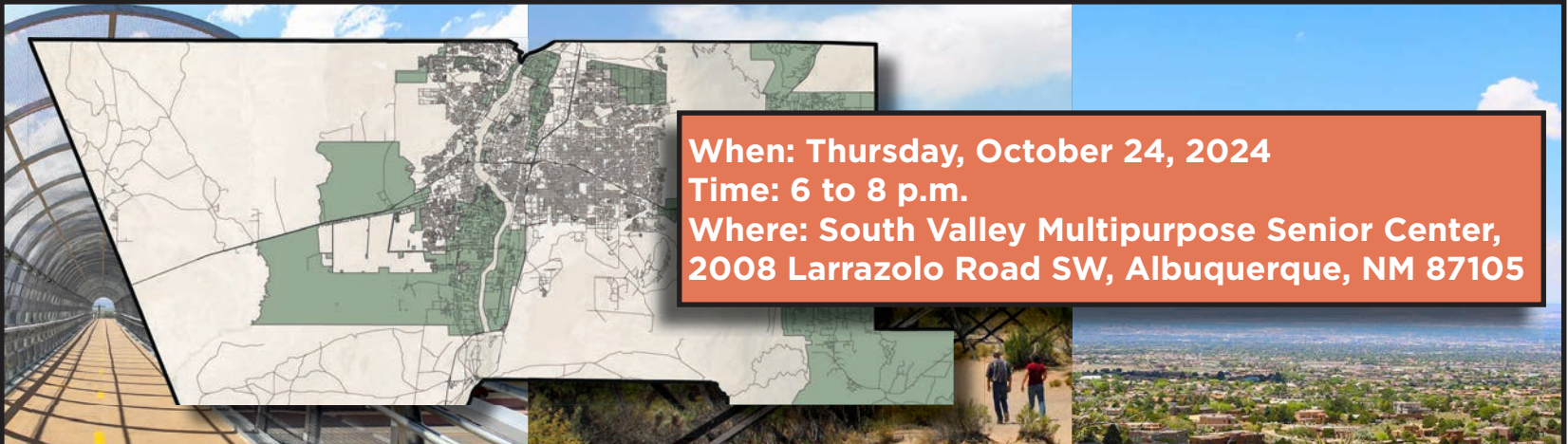
We need your input!
Community involvement is essential to ensuring this plan meets the needs of all community members. Your input will help us prioritize improvements and ensure that they benefit the community to the greatest degree. We look forward to seeing you at the meeting and working together towards building a better future for Bernalillo County!

Can't attend the meeting in person?
Please contact Julie Luna at jaluna@bernco.gov or
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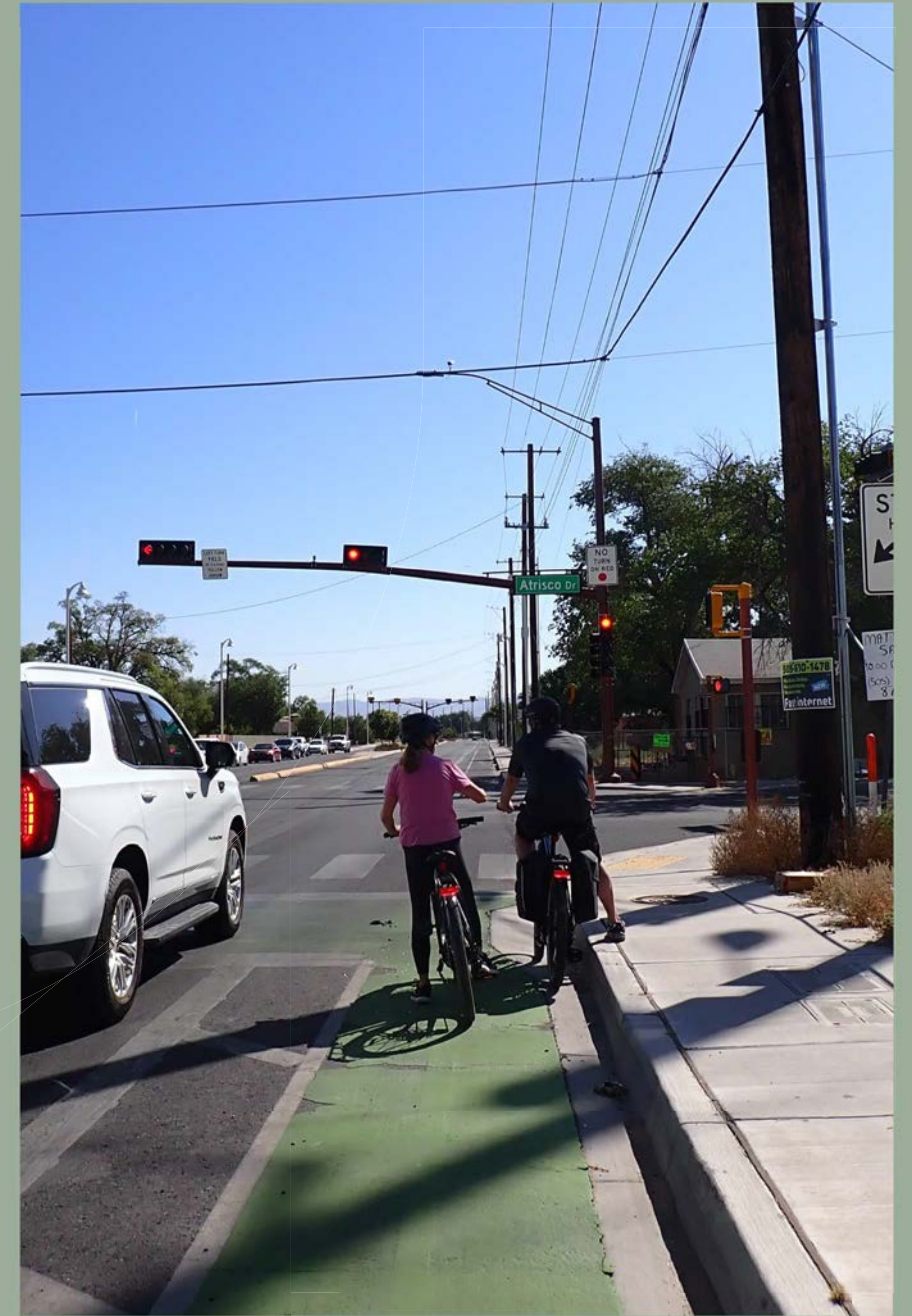


**WILSON
& COMPANY**

BERNALILLO COUNTY

PEDESTRIAN & BICYCLE SAFETY ACTION PLAN

Wednesday, Nov. 20, 2024



AGENDA



PRESENTERS



Julie Luna
*Transportation
Planner
Bernalillo County*



**Richard
Meadows**
*Planning Manager
Bernalillo County*



**Liam Strader-
Monaghan**
*Planner
Wilson & Company*



Francine Pacheco
*Senior Planner
Wilson & Company*



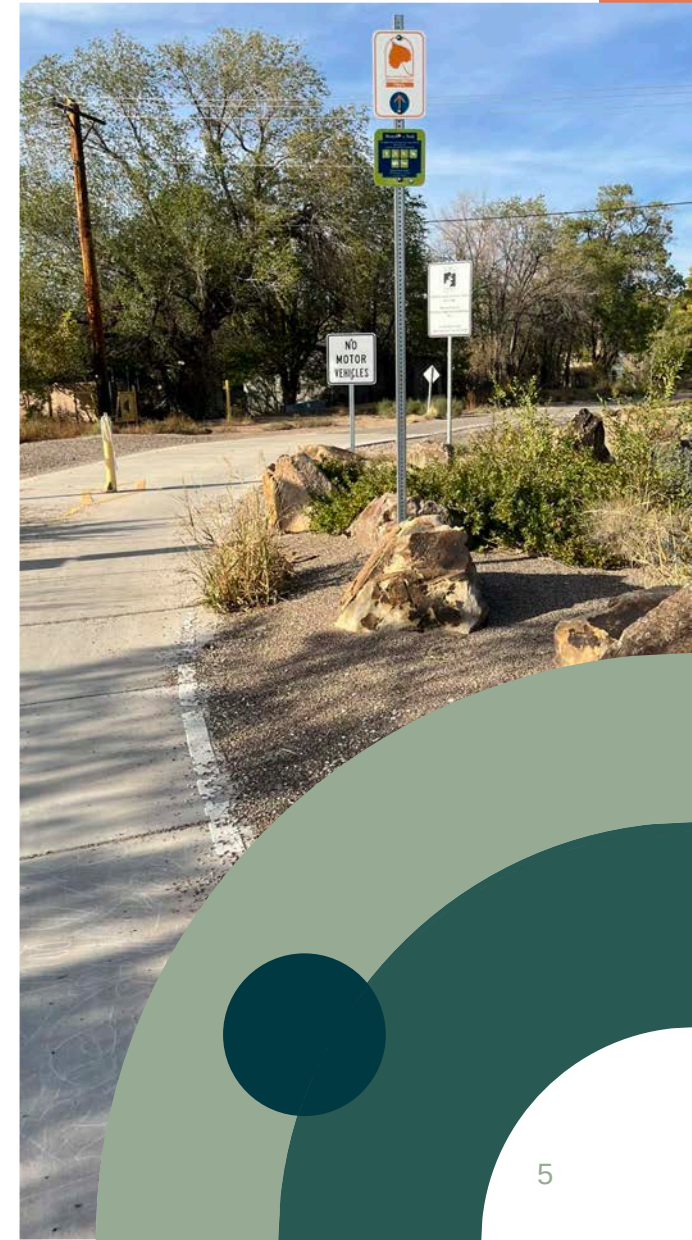
WHAT IS A SAFETY ACTION PLAN?

A Safety Action Plan uses data to identify priority locations for recommended improvements. It analyzes:

- Existing issues in infrastructure
- Areas with high crash rates
- Underserved communities
- Bicycle and pedestrian related policies and projects identified in other plans

VISION ZERO & SAFE SYSTEMS APPROACH

- Currently, New Mexico ranks number one in pedestrian crash fatalities per capita.
- Bernalillo County is committed to the Vision Zero and Safe Systems Approach, aiming for zero fatalities and serious injuries on our roadways.
- With crashes and fatalities on the rise, *particularly among vulnerable users in underserved communities*, Bernalillo County is prioritizing safety through the upcoming **2024 Pedestrian and Bicycle Safety Action Plan** update, aligning with regional and state efforts to eliminate serious injuries and fatalities by 2040.



PROJECT BACKGROUND

Bernalillo County Pedestrian and Bicycle Safety Action Plan (2012)

Previous plan components included:

1. **Safety** – identified safety issues and recommendations to improve safety
2. **Future bicycle and pedestrian amenities** – Identified locations for future sidewalks, trails, bike lanes, bike routes, etc.
3. **Action plan** – plan to address safety issues and develop amenities

Next let's take a look at the major accomplishments since the 2012 Plan!



Bernalillo County Pedestrian and Bicycle Safety Plan (2012)

Major projects completed or underway since 2012 plan adoption:

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 (Westside)
4. Alameda Drain Multi-Use Trail (North Valley)
5. Eubank Blvd Multi-Use Trail (North Albuquerque)
6. Frost Rd Multi-Use Trail (East Mountains)

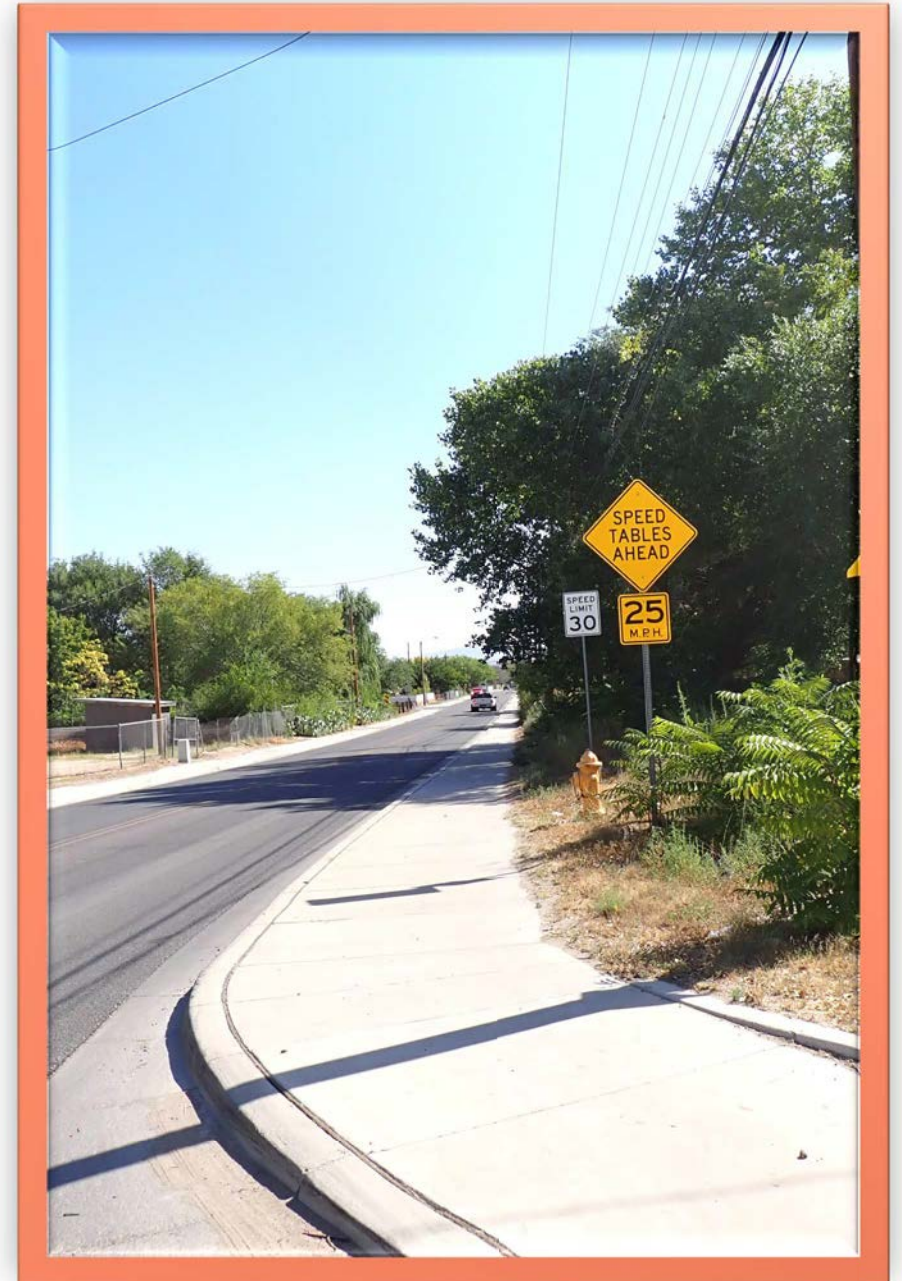


Note: This is not a complete list of projects

Bernalillo County Pedestrian and Bicycle Safety Plan (2012)

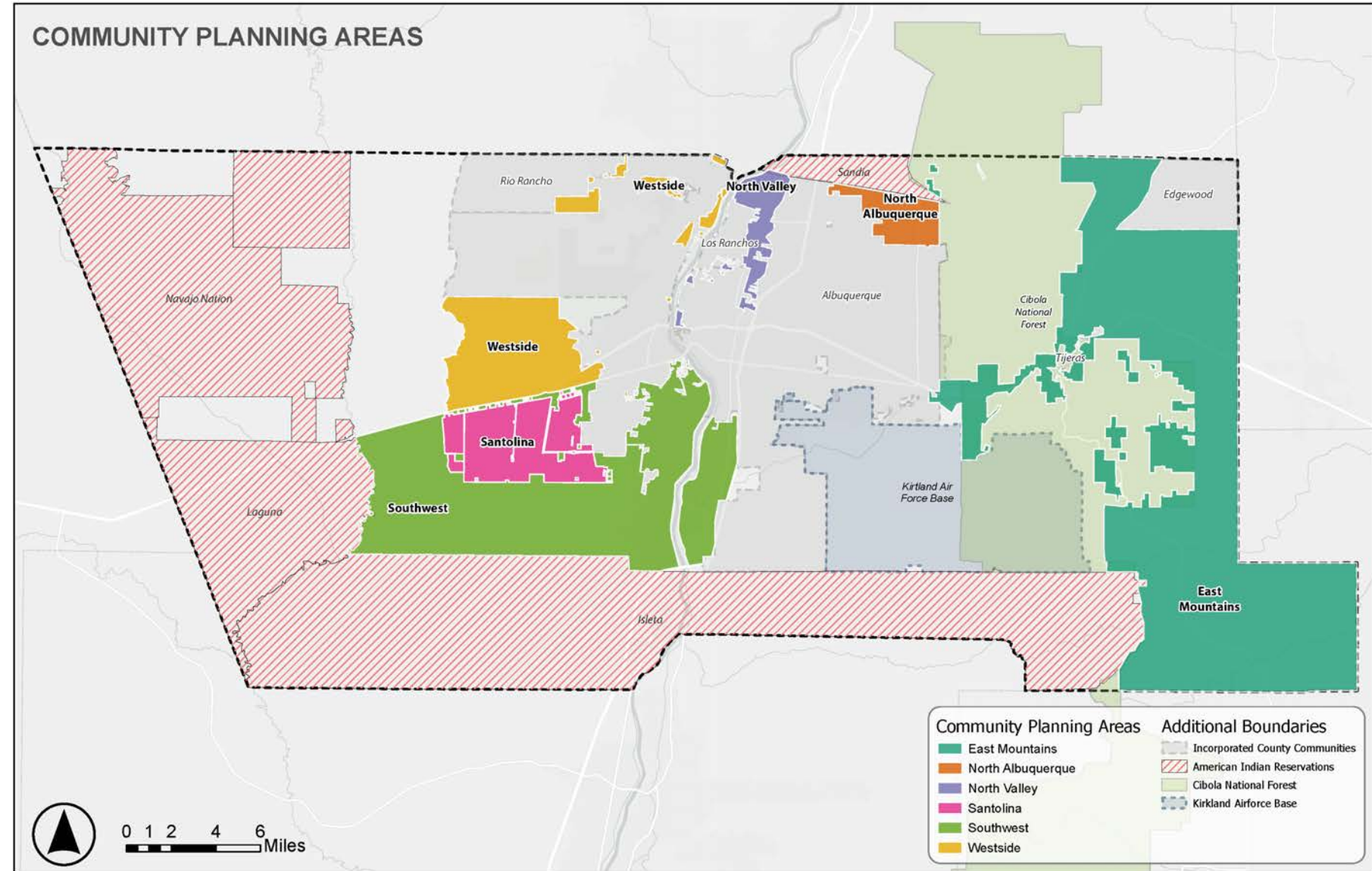
Policies adopted from previous plan:

- *2015 Complete Streets Ordinance*
- *2018 ADA Transition Plan*
- *2023 Technical Standards*
- *2024 Comprehensive Plan*



PROJECT BACKGROUND

- The study area consists of unincorporated County land, organized by the **Community Planning Areas (CPAs)**
- Focus on County-owned roadways
- Recommend infrastructure improvements and projects
- Additionally, this new plan will address project within the East Mountains and include an in-depth equity analysis.



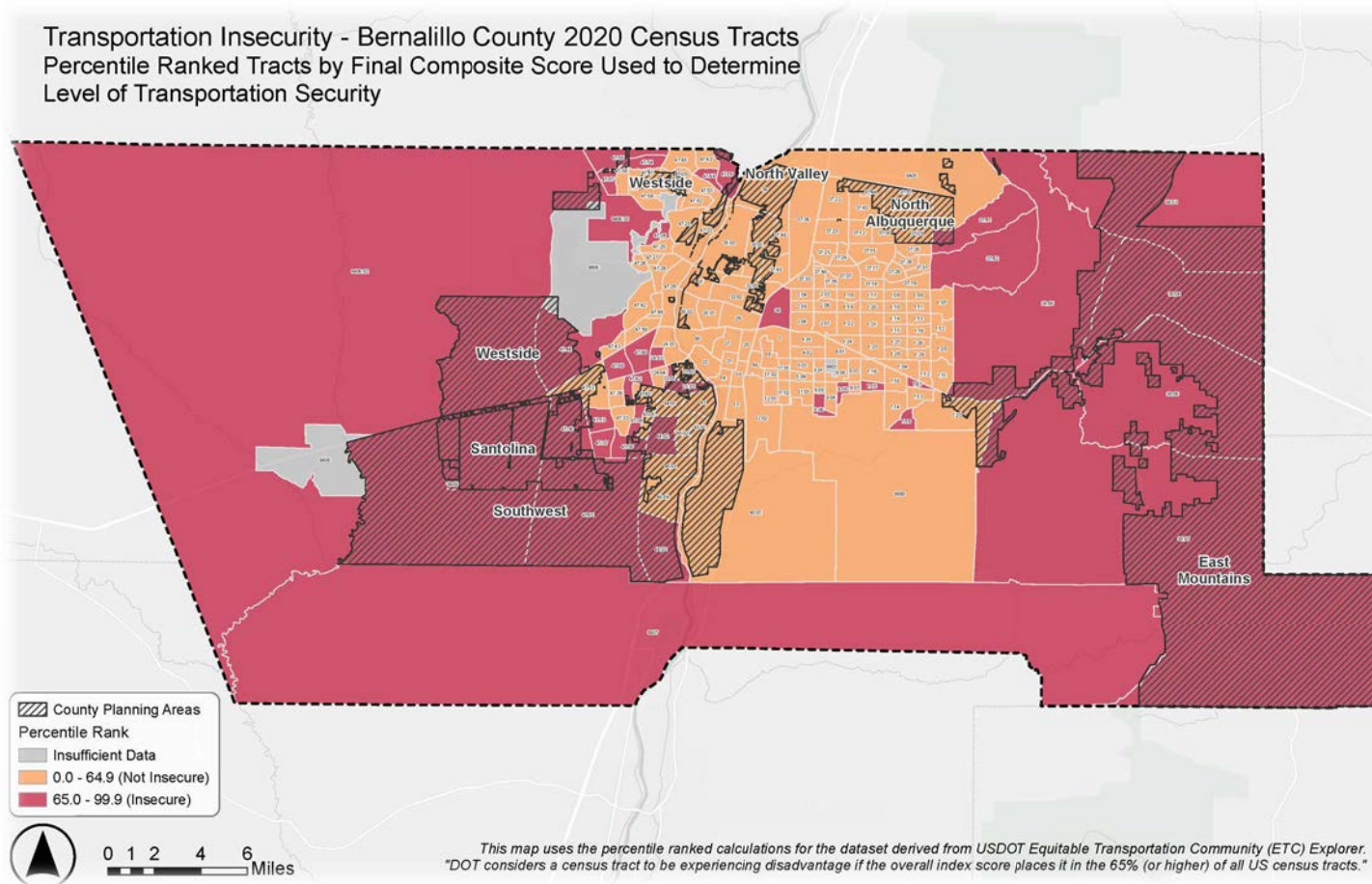


NEED FOR SAFETY ACTION PLAN

While significant progress has been made since the 2012 plan, it is important to recognize that the majority of Bernalillo County's population consists of **minority** communities, many of whom live **at or below poverty levels** and **face transportation insecurity**.

Our analysis of existing conditions, coupled with valuable community feedback, highlights ongoing disparities and underscores the need for an updated plan. This updated 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.

EQUITY (TRANSPORTATION INSECURITY)



- A majority of the CPAs are considered within Bernalillo County are ***Transportation Insecure.***
- The USDOT's Equitable Transportation Community (ETC) defines transportation insecurity as a key aspect of transportation disadvantage, occurring when individuals are **unable to access regular, reliable, and safe transportation** to meet the essential needs of their daily lives.

EQUITY (TRANSPORTATION INSECURITY)

Access to transportation

Percent of households with no car
Average commute time to work
Frequency of Transit Services per Sq Mi
Jobs within a 45-min Drive
Estimated Average Drive Time to Points of Interest (min)
Estimated Average Walk Time to Points of Interest (min)

Cost

Cost of gas
Cost of transit
Time value of money
Time to work
Median income
Vehicle miles traveled
Vehicle finance charges
Cost of maintenance
Insurance costs

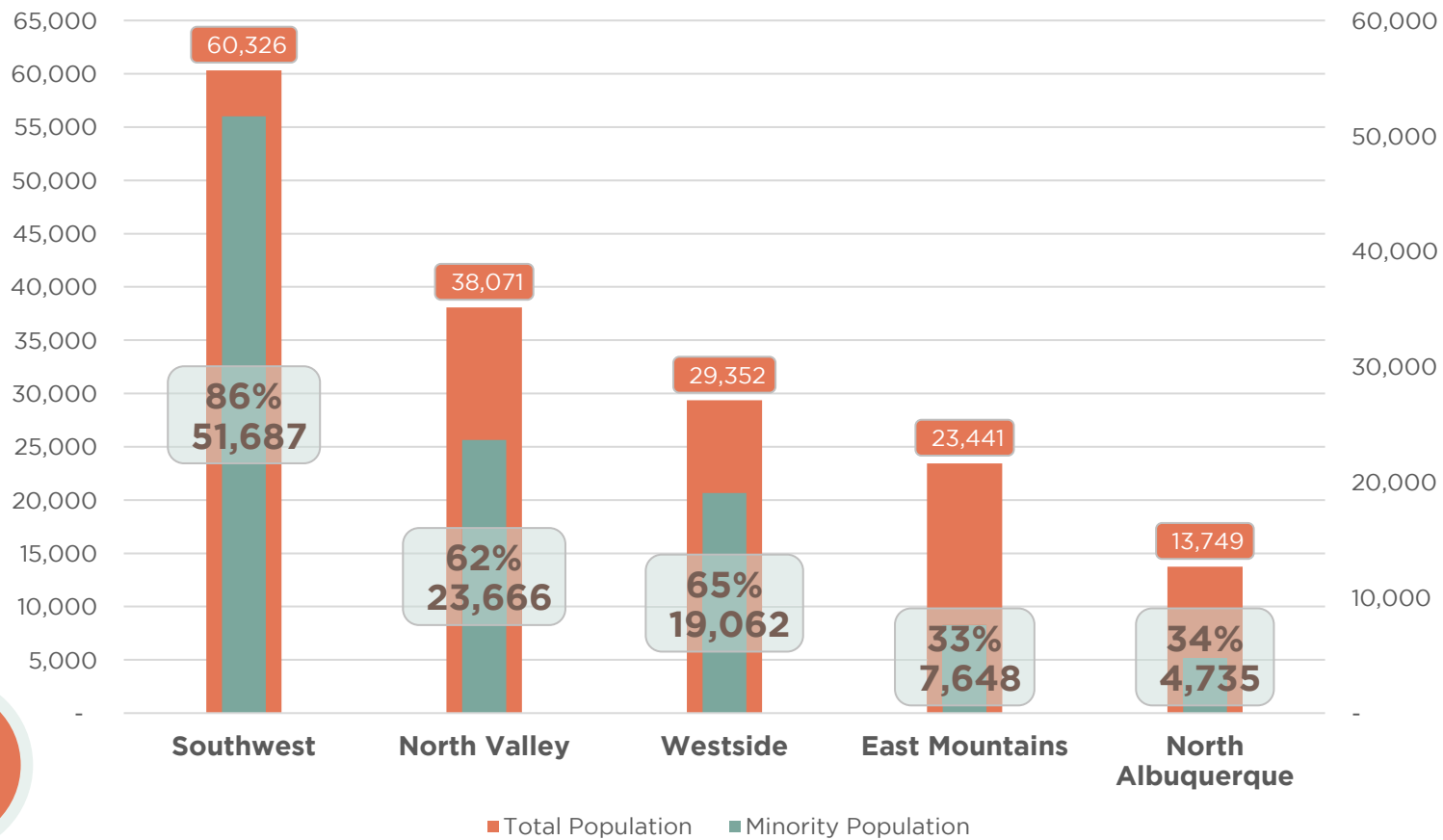
Safety

Crash data involving total fatality by tract



EQUITY (DEMOGRAPHICS)

Minority Population Compared to Total Population



A significant portion of the population in Southwest, North Valley, and Westside communities belong to racial and ethnic minority groups.

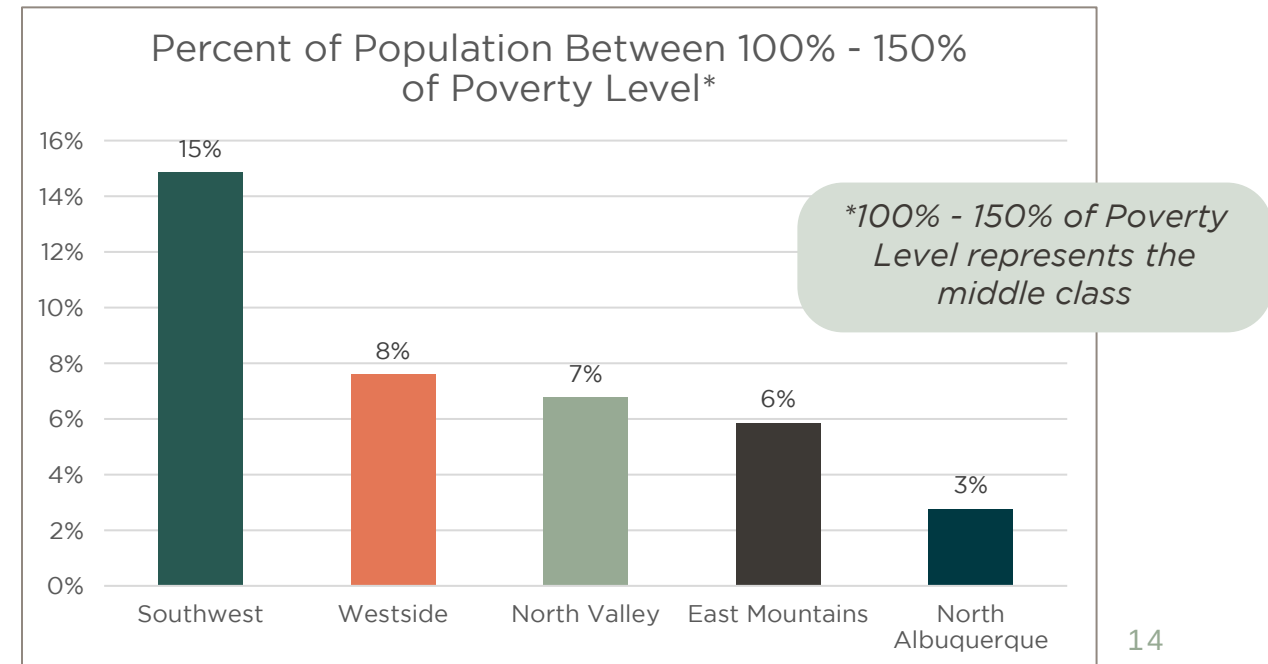
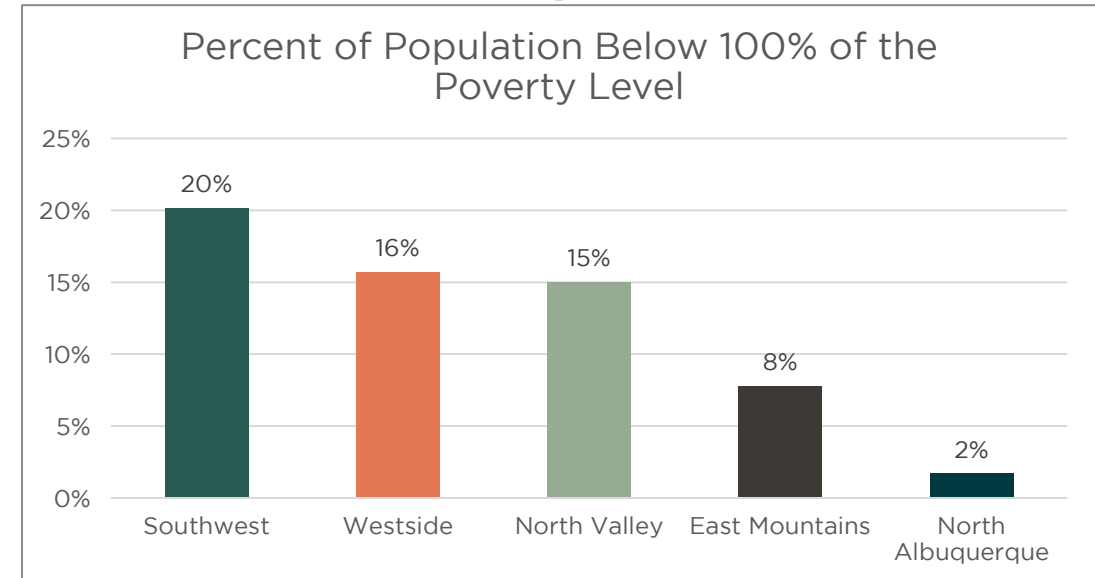
This highlights the urgent need for the county to prioritize these areas for safety improvements, ensuring that all residents, particularly those from historically underserved communities, have equitable access to safe and reliable transportation.

Vison Zero found that most of the increase in crashes are occuring in underserved and disadvantaged communties.

EQUITY (DEMOGRAPHICS)

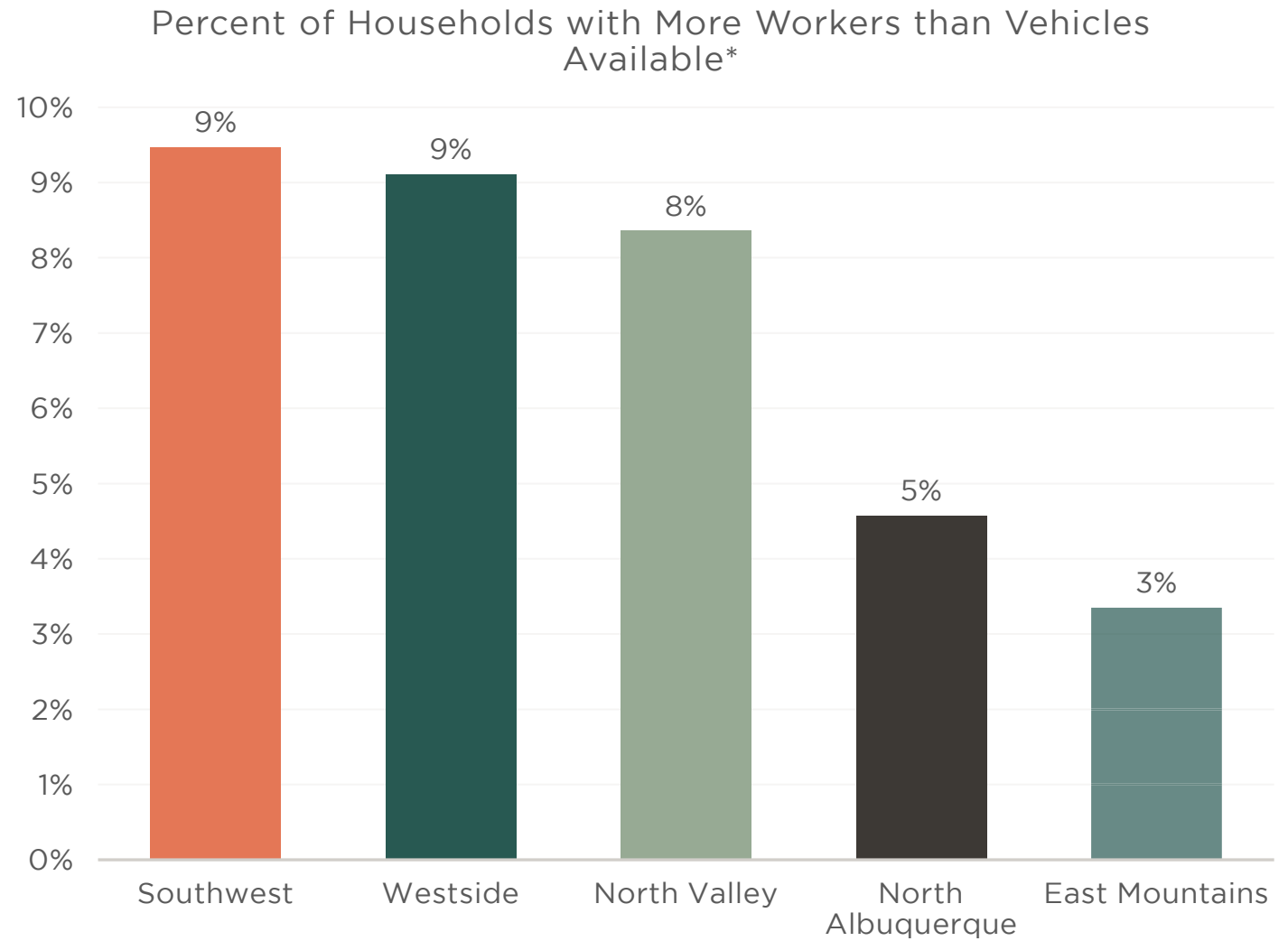
A large percentage of residents in the Southwest and Westside live 15-20% below 100% of the poverty line, which underscores the critical need to prioritize these areas for safety improvements.

Addressing these disparities is essential to ensuring that all community members, particularly those facing economic challenges, have access to safe and equitable transportation options.



EQUITY (DEMOGRAPHICS)

While the percentages may appear small, they represent thousands of individuals who lack convenient access to reliable transportation options.



**Counts households with 0 vehicles; 1 vehicle and 2 workers; 1 vehicle and 3 workers; 2 vehicles and 3 workers*

ANALYSIS

We conducted an in-depth review of bicycle and pedestrian facilities across Bernalillo County to identify key recommendations for future projects.

This analysis includes both detailed feedback from the community and measurable data on current usage and needs. Here, we present our list of different methods our team utilized:

Measurable Data

Existing Facilities Evaluation

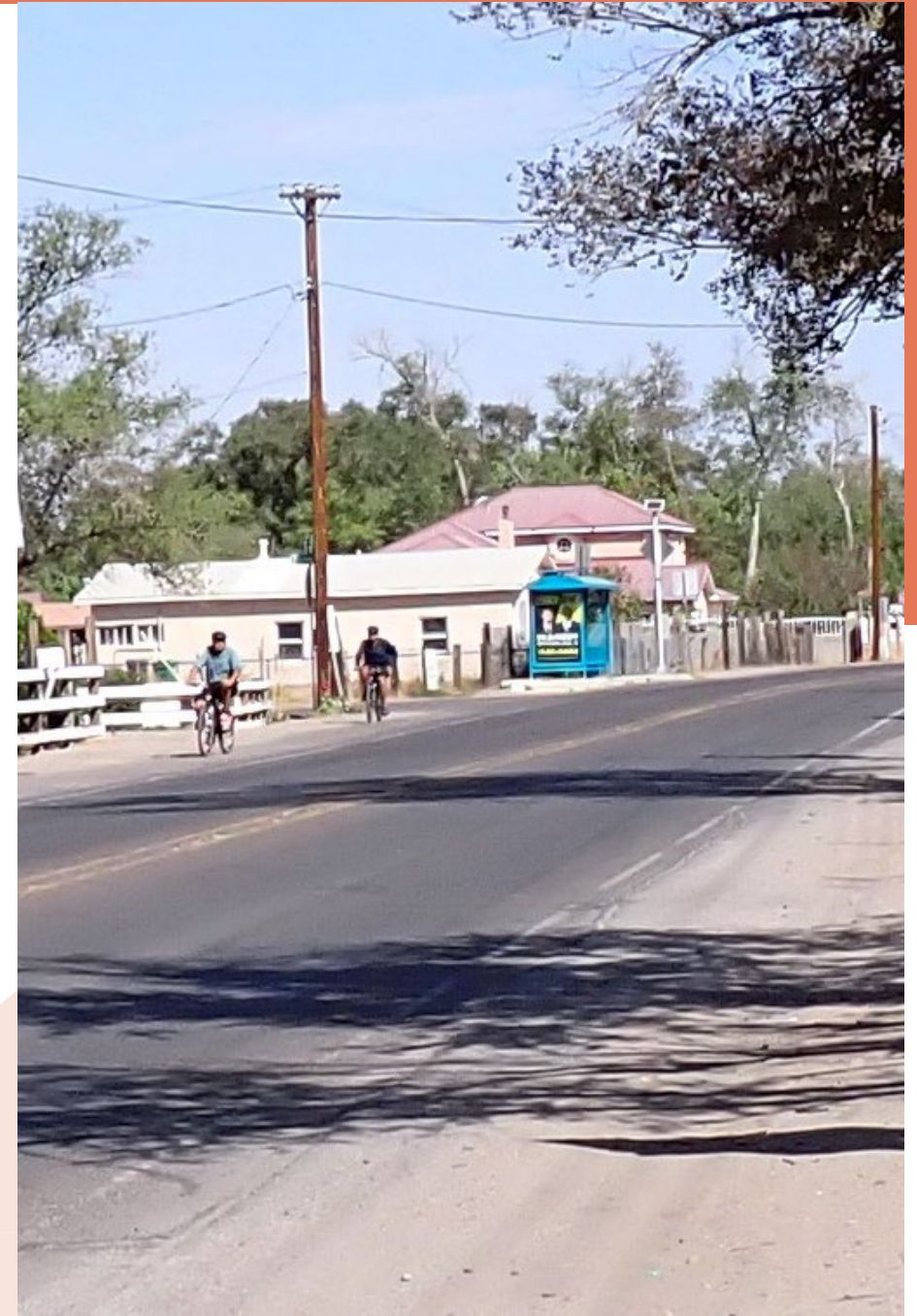
Assessing current infrastructure and identifying gaps.

Crash Analysis

Analyzing traffic incident data to identify high-risk locations.

Heat Map

Visualizing areas with the highest need for safety improvements based on data.



ANALYSIS

Community Input Survey

- Gathered community feedback and concerns via online and paper survey with mapping exercises

Boots-on-the-Ground Outreach

- Engaging directly with the community to gather firsthand insights.

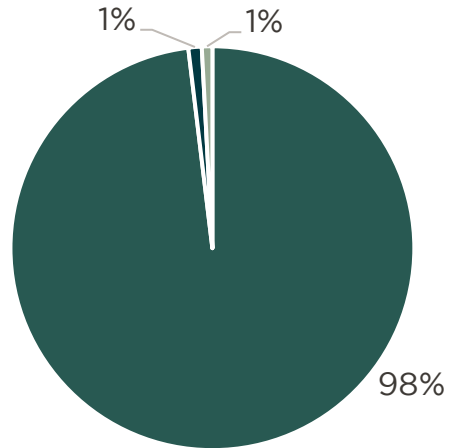
Conducted sustainability meetings

- Project team engaged with stakeholders via six sustainability meetings where input was provided.



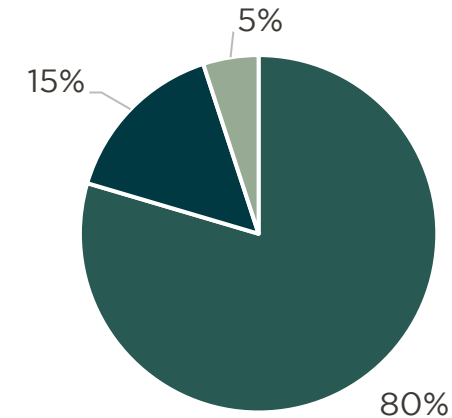
CRASH TRENDS

Unincorporated Bernalillo County
Crashes by Type (2017-2021)



- Non-Pedestrian and Bicyclist-Involved Crashes
- Pedestrian-Involved Crashes
- Bicyclist-Involved Crashes

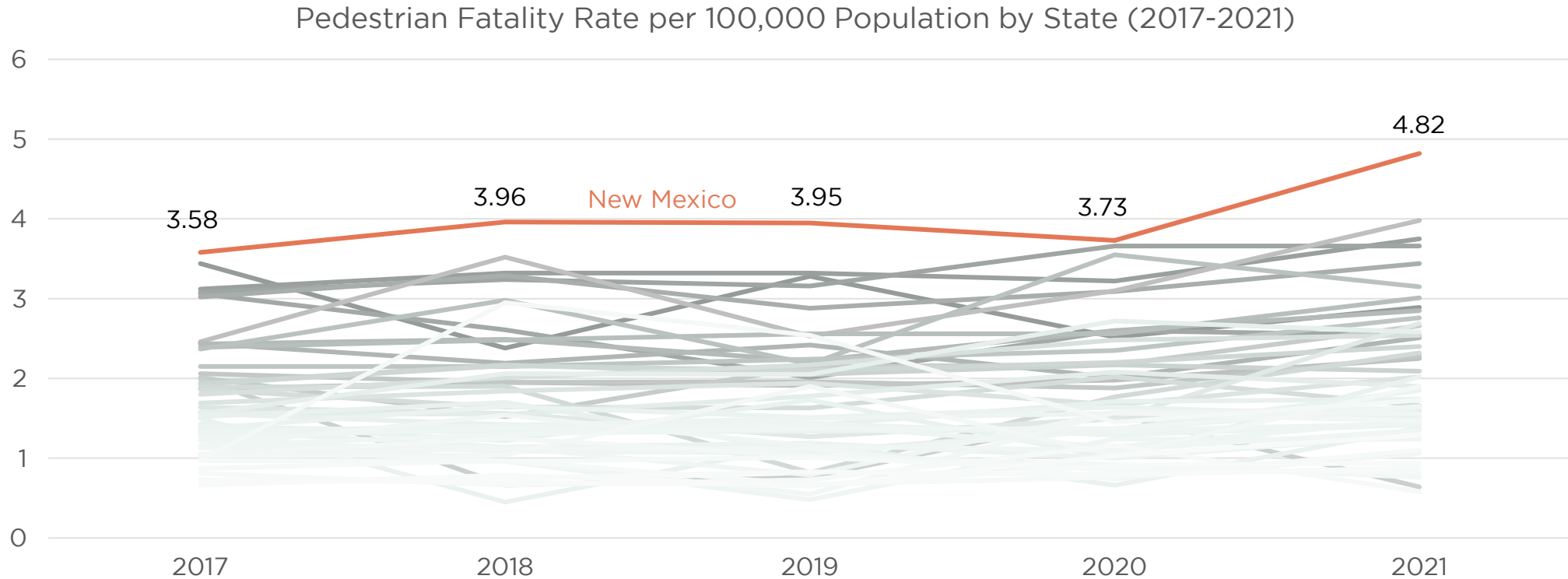
Unincorporated Bernalillo County
Severe Injury and Fatal Crashes by
Type (2017-2021)



- Non-Pedestrian and Bicyclist-Involved Crashes
- Pedestrian-Involved Crashes
- Bicyclist-Involved Crashes

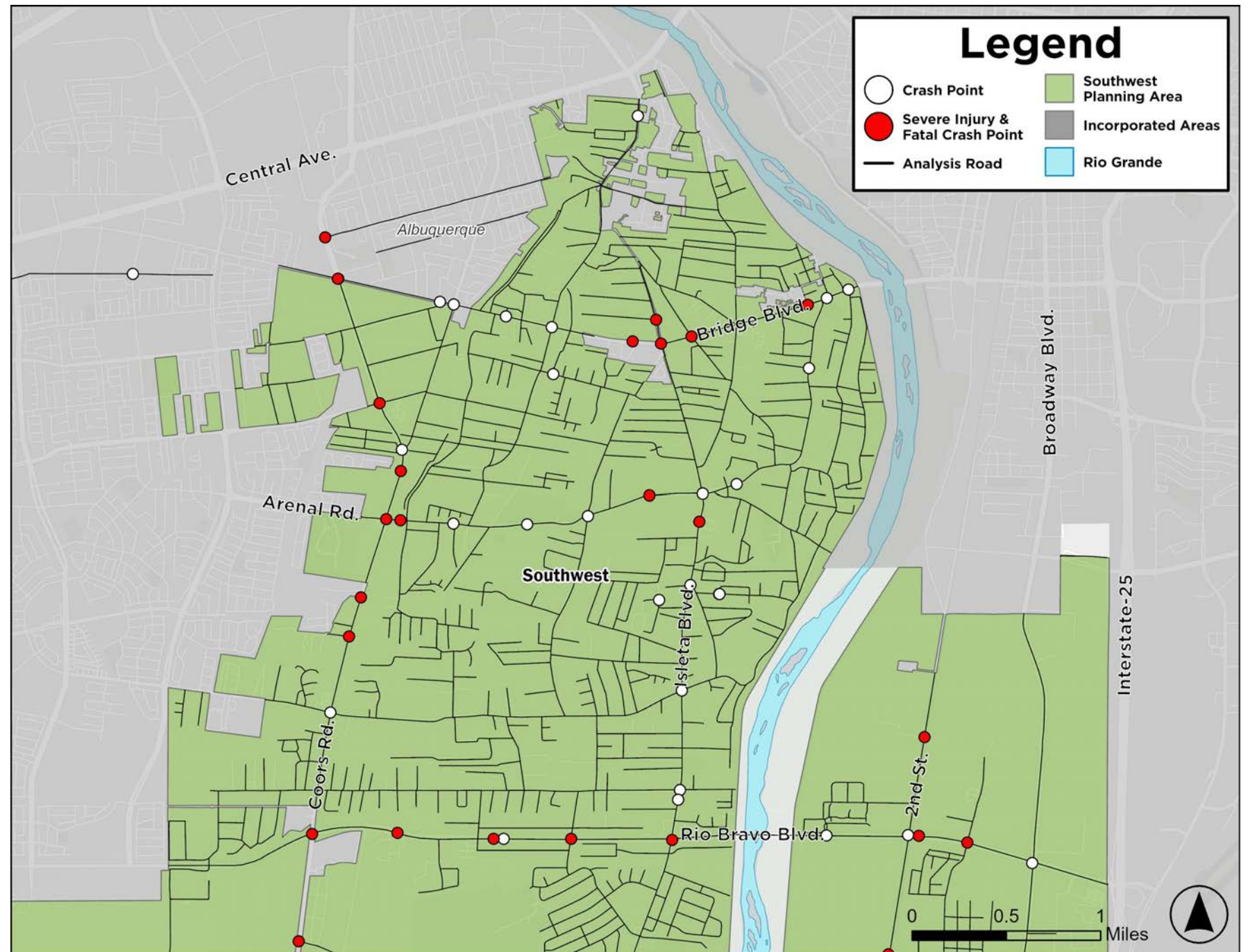
While pedestrian and bicyclist-involved crashes in unincorporated Bernalillo County only account for 2% of all crashes, they represent 20% of severe injury and fatal crashes.

CRASH TRENDS



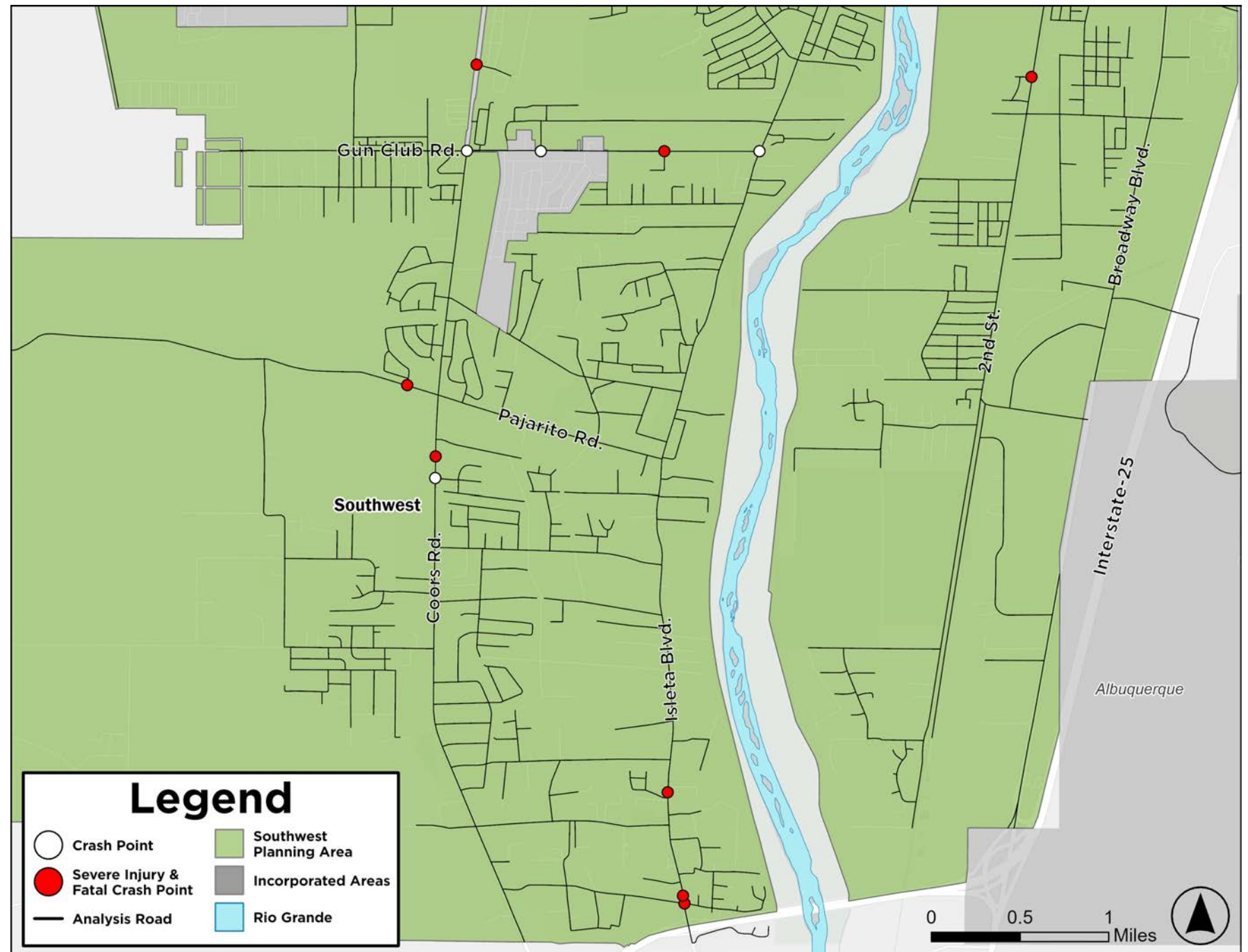
New Mexico has had the highest pedestrian fatality rate per 100,000 population of all states every year from 2016-2022.

PEDESTRIAN CRASH ANALYSIS SOUTHWEST CPA



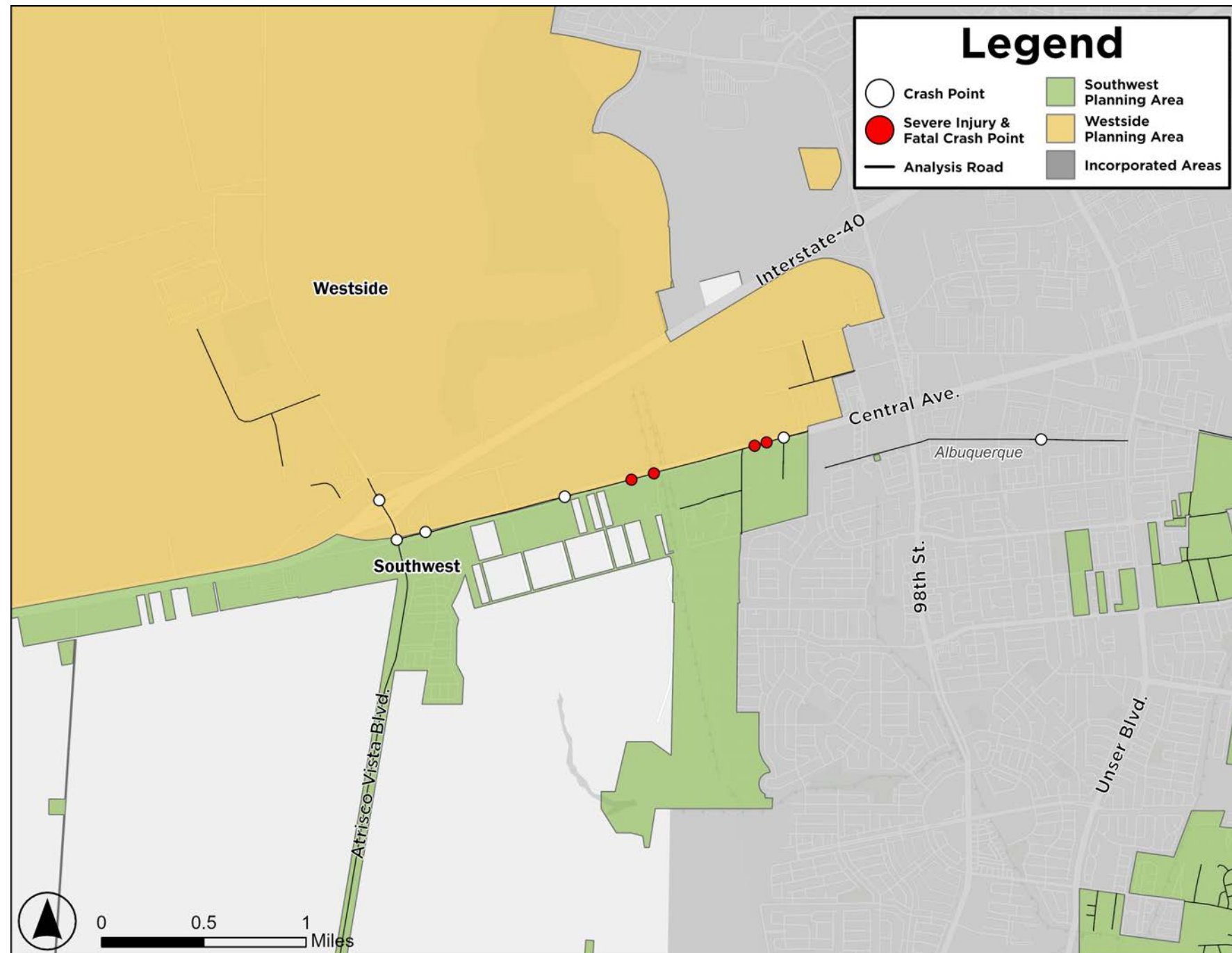
PEDESTRIAN CRASH ANALYSIS

SOUTHWEST CPA



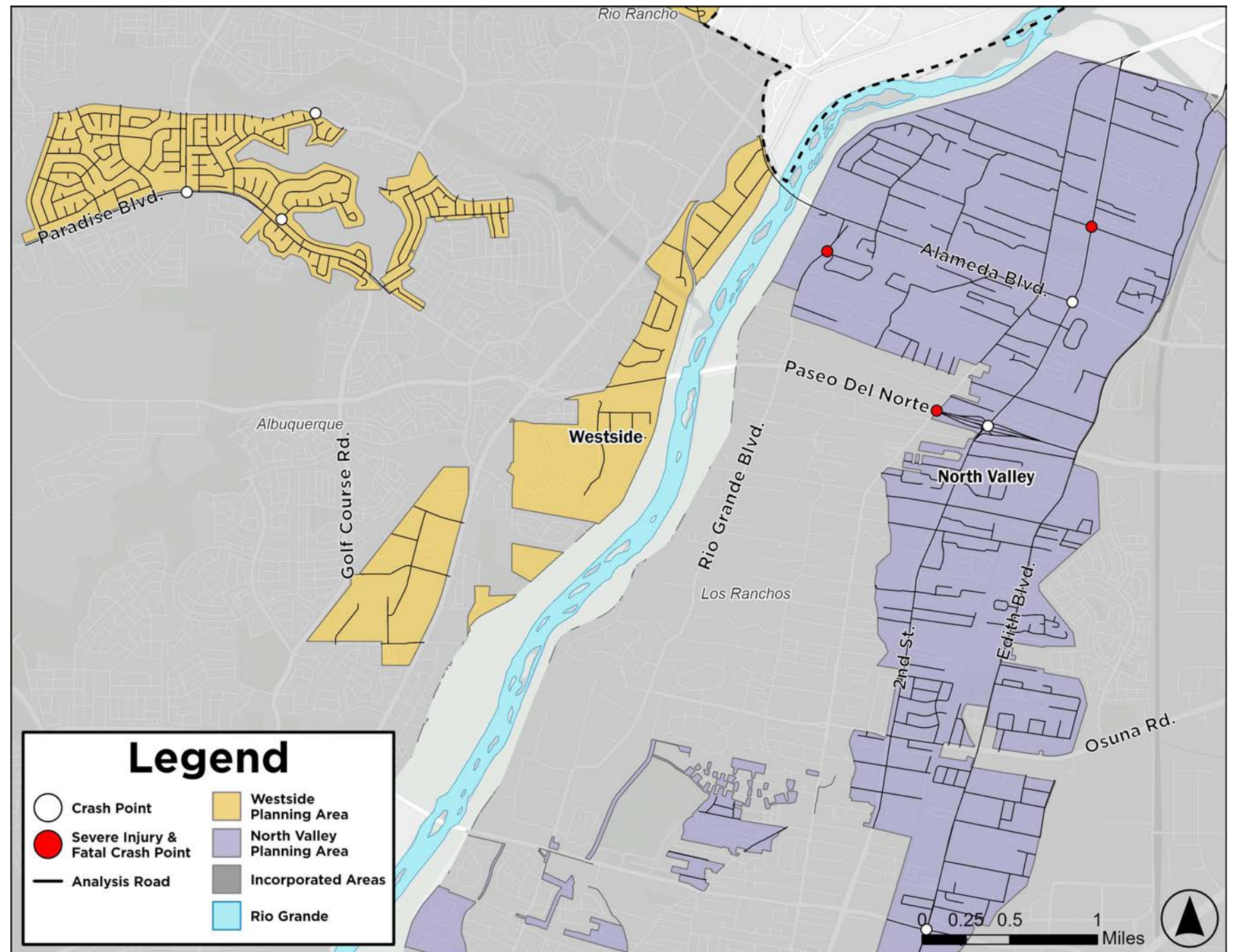
PEDESTRIAN CRASH ANALYSIS

SOUTHWEST /WESTSIDE CPA



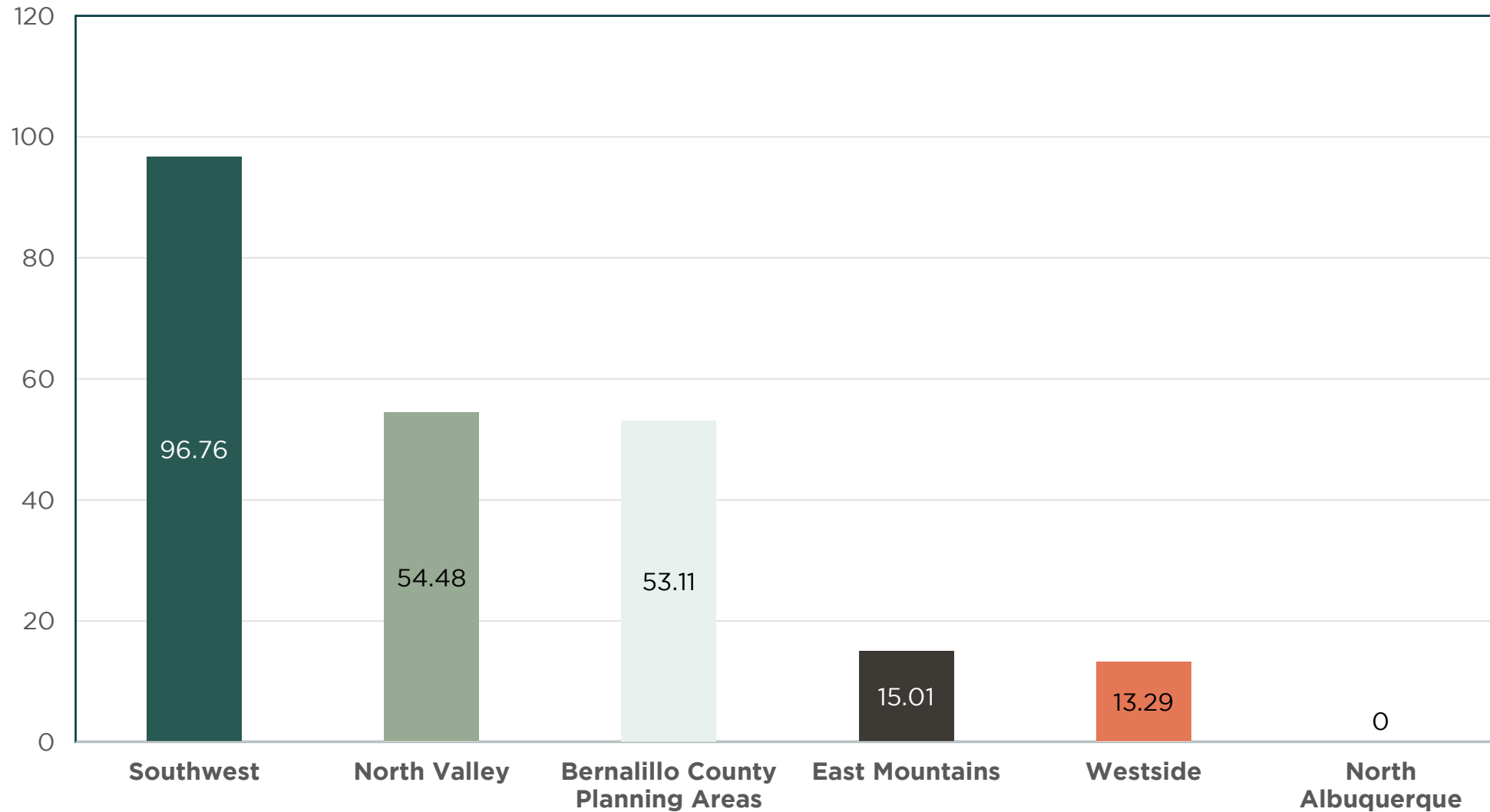
PEDESTRIAN CRASH ANALYSIS

NORTH VALLEY /WESTSIDE CPA



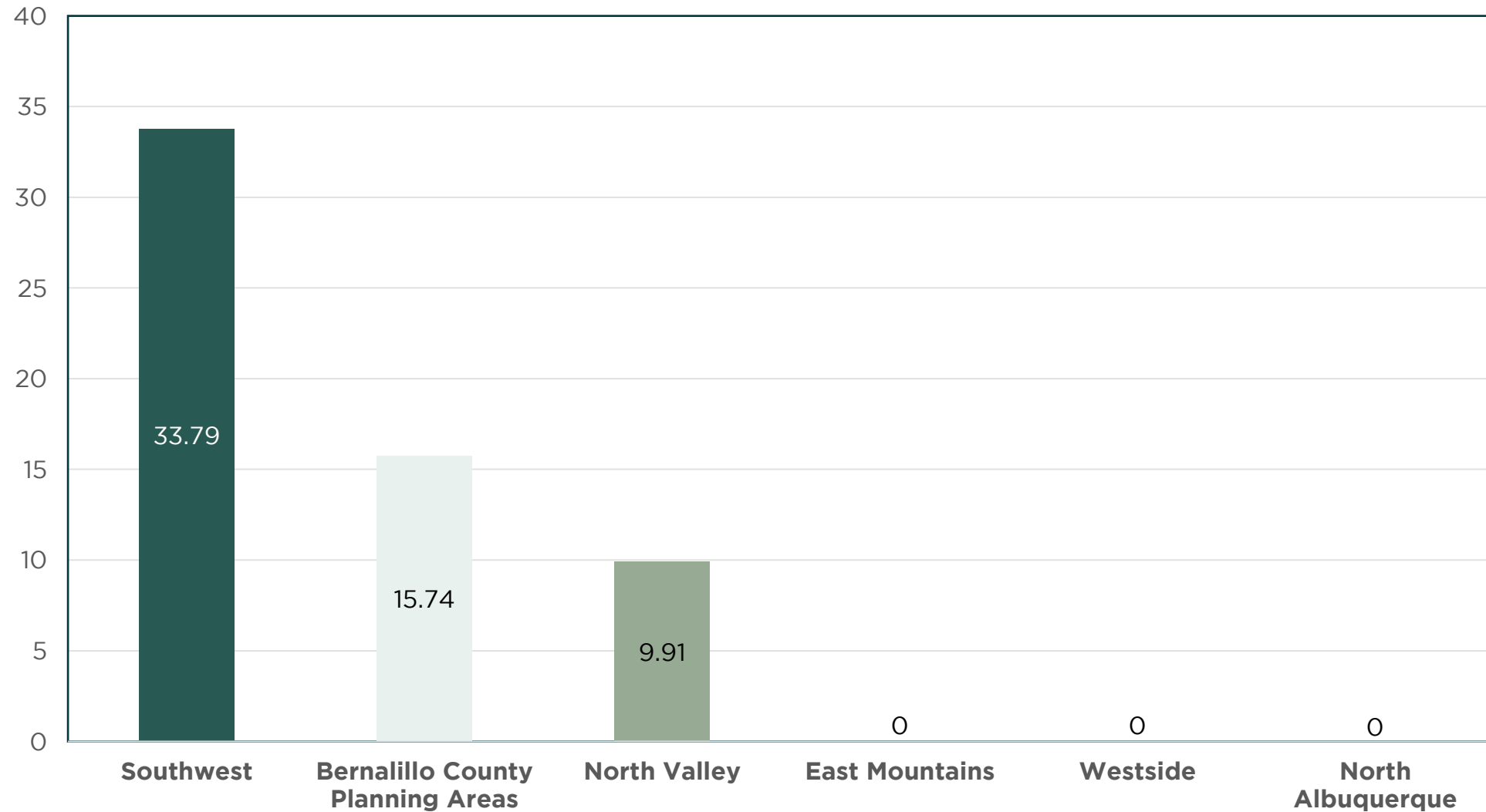
PEDESTRIAN CRASH ANALYSIS

Pedestrian Traffic Injuries per 100,000 People (2017-2021)



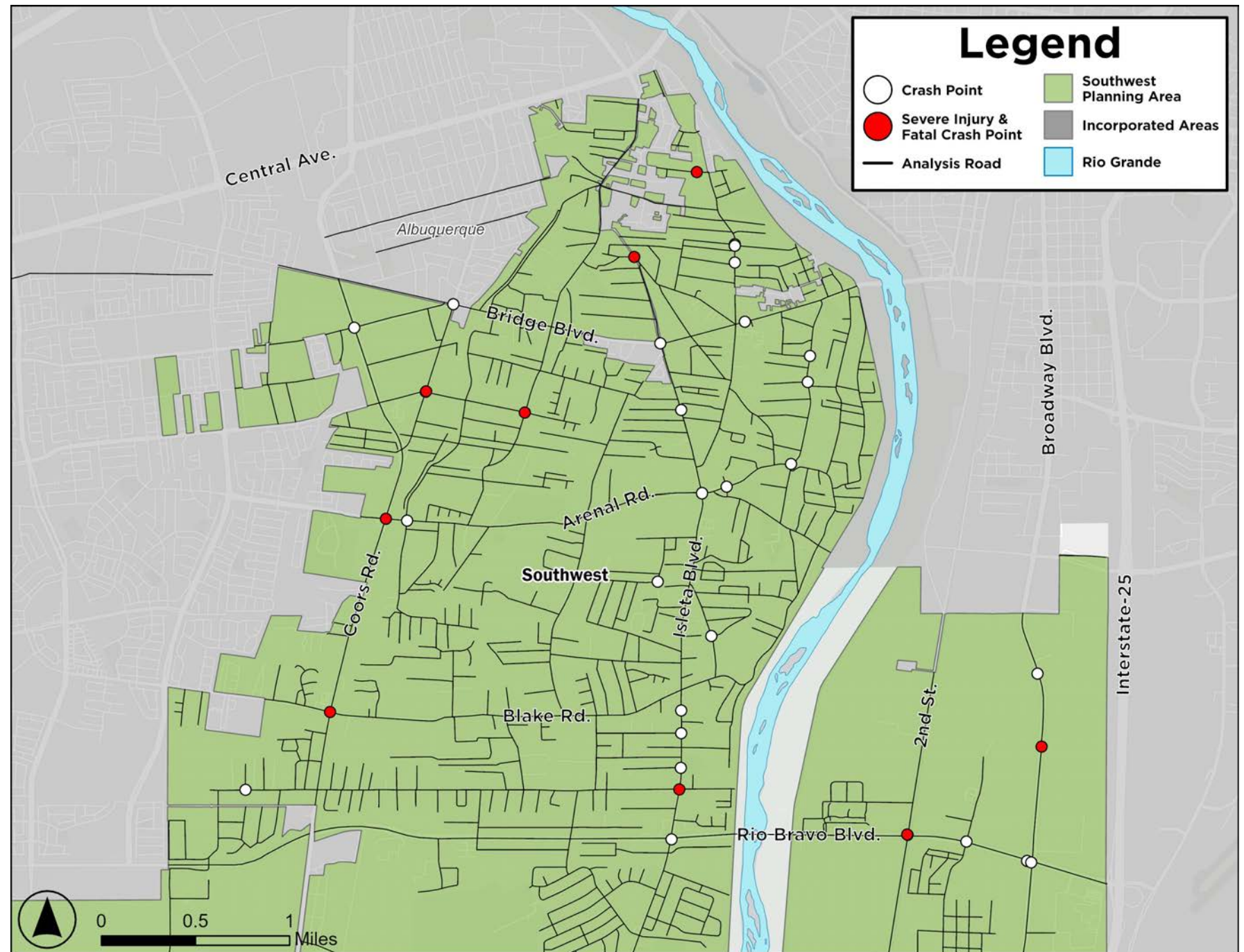
PEDESTRIAN CRASH ANALYSIS

Pedestrian Traffic Fatalities per 100,000 People (2017-2021)



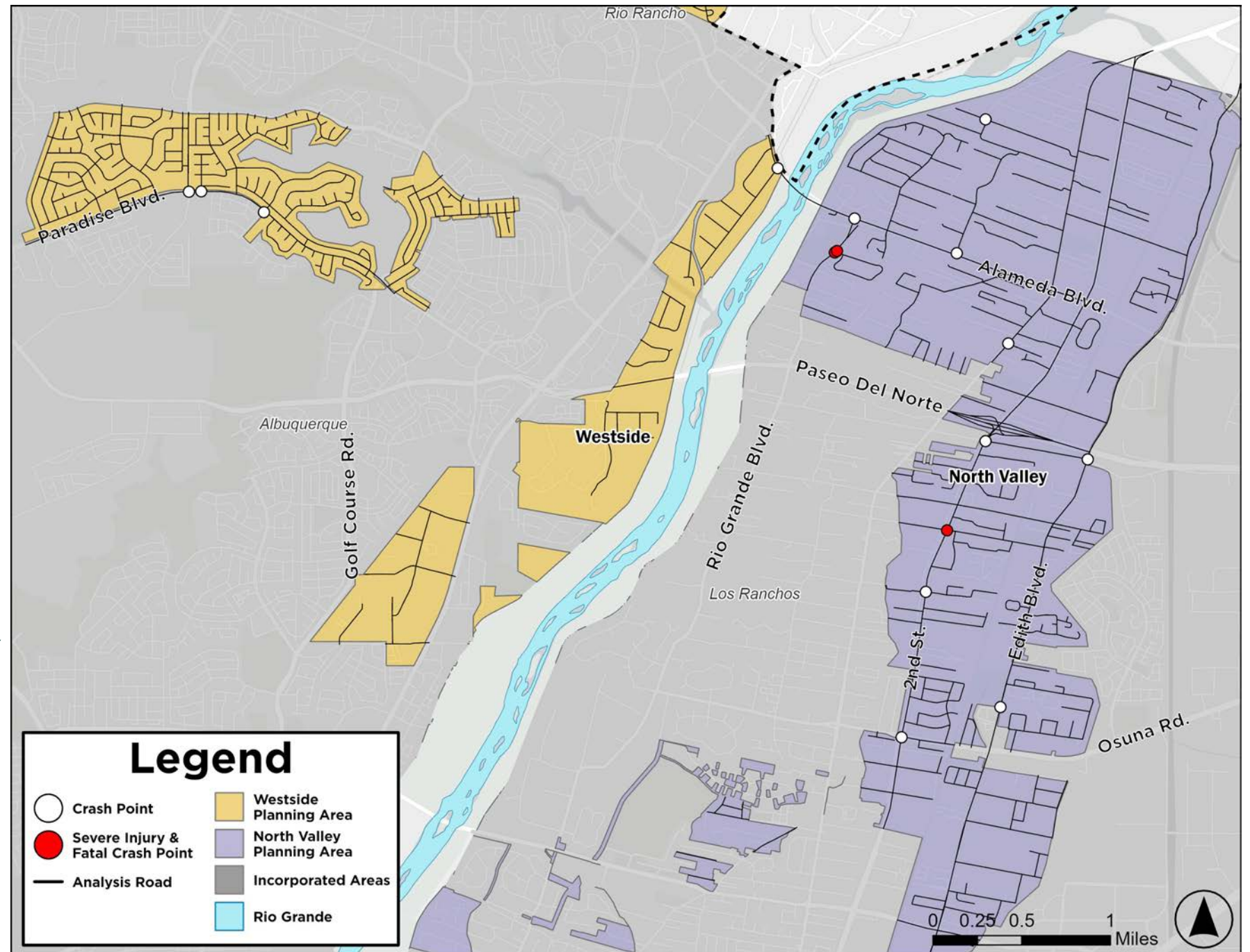
BICYCLIST CRASH ANALYSIS

SOUTHWEST CPA



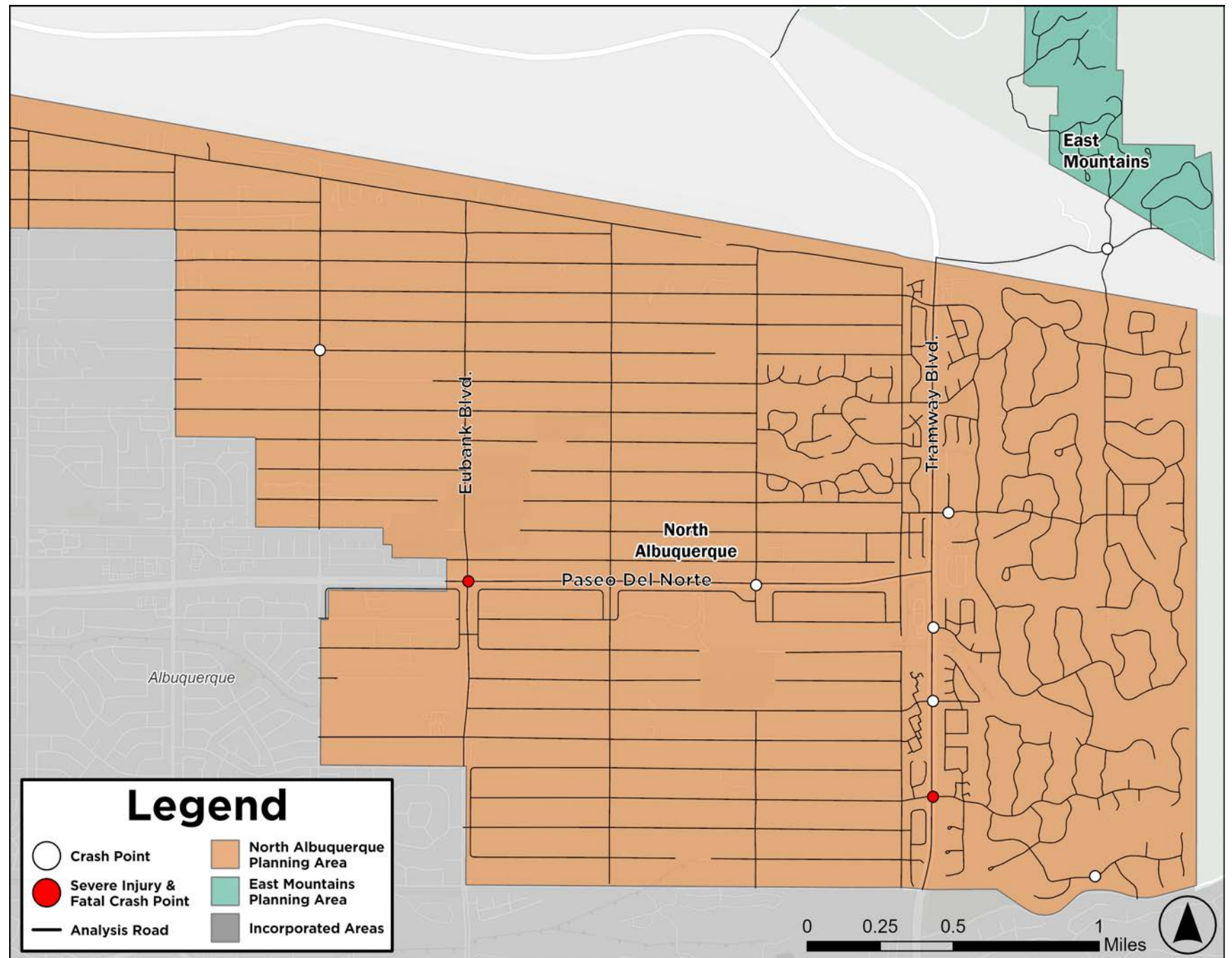
BICYCLIST CRASH ANALYSIS

NORTH VALLEY /WESTSIDE CPA



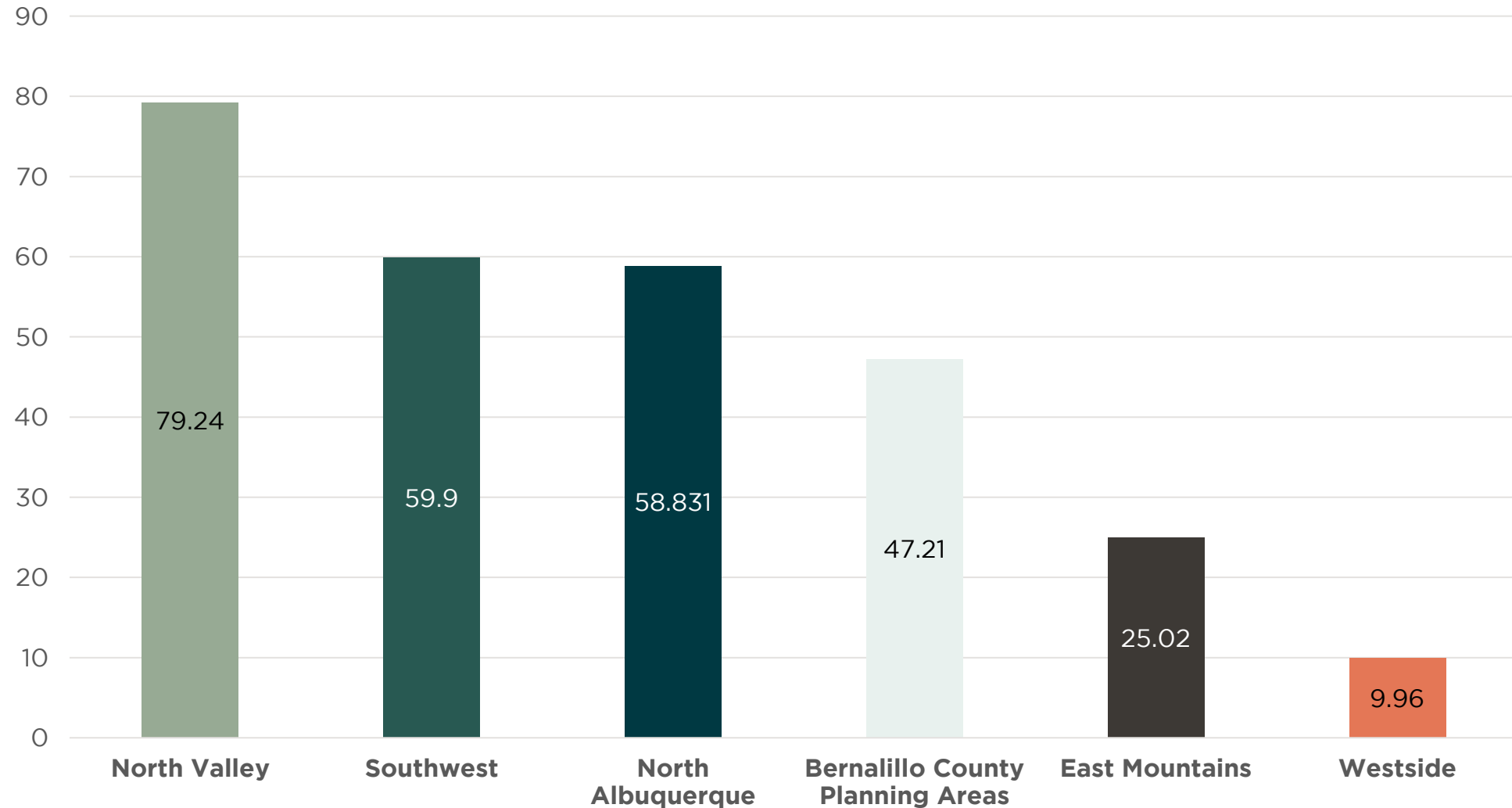
BICYCLIST CRASH ANALYSIS

NORTH ALBUQUERQUE CPA



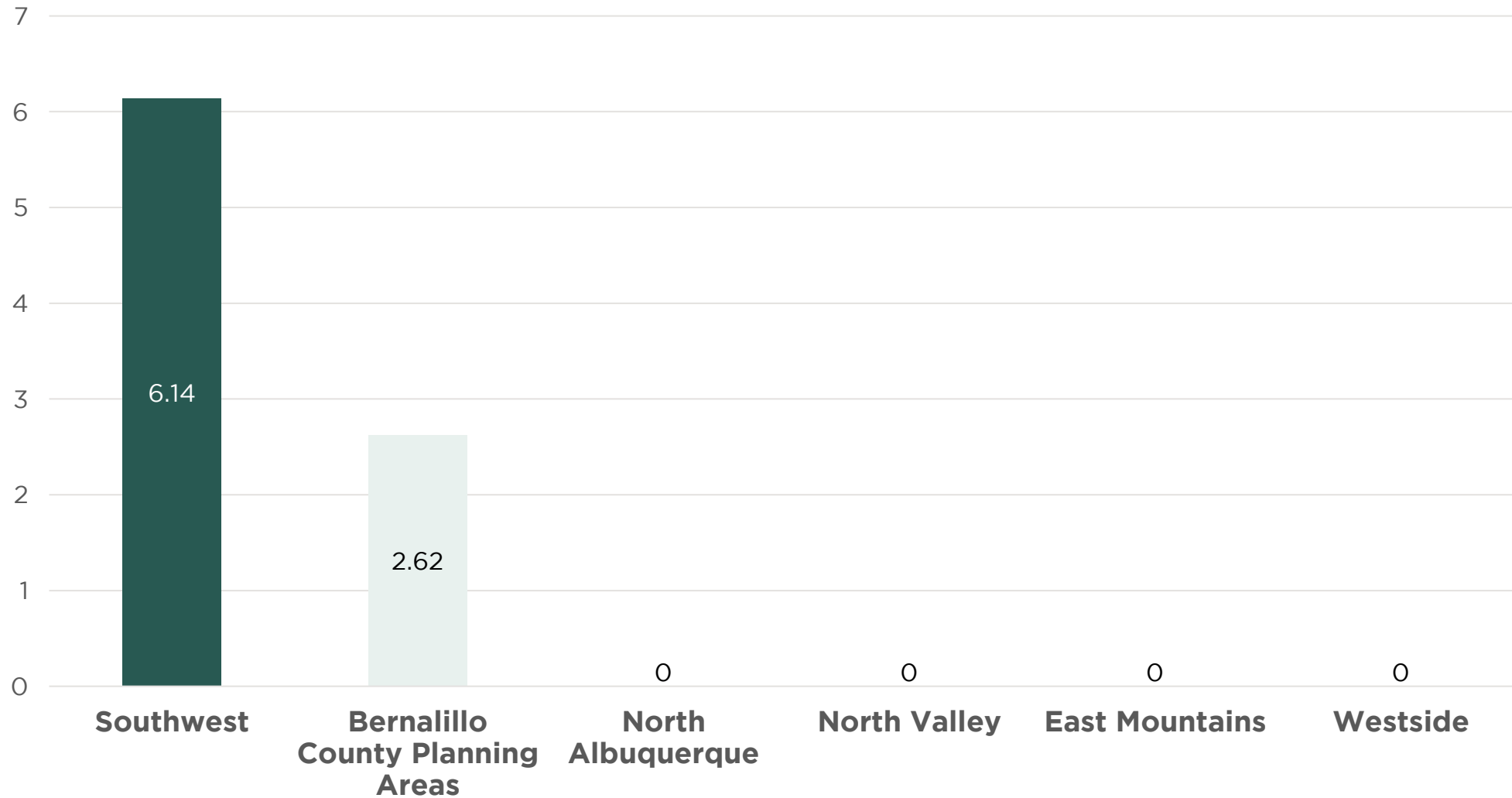
BICYCLIST CRASH ANALYSIS

Bicyclist Traffic Injuries per 100,000 People (2017-2021)

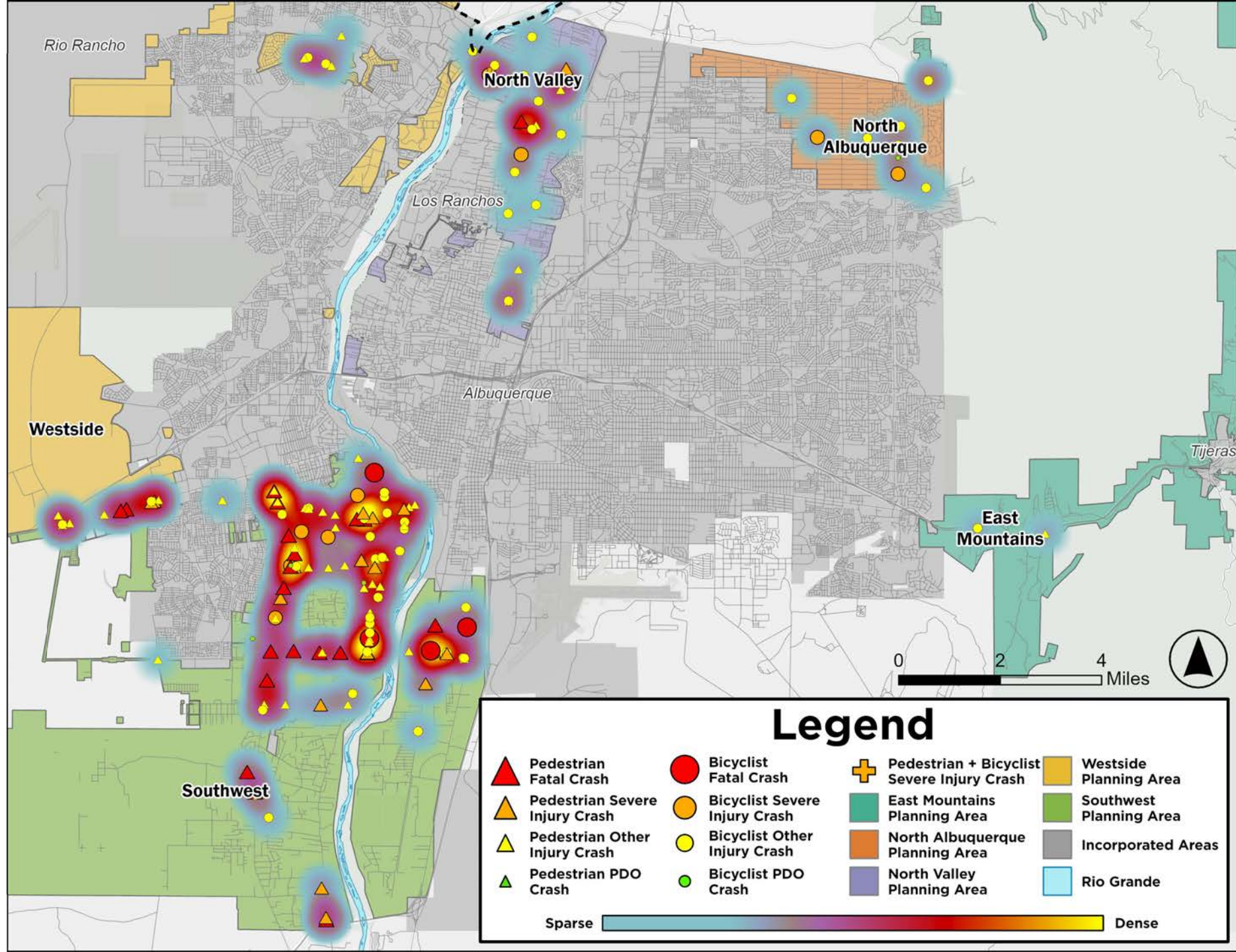


BICYCLIST CRASH ANALYSIS

Bicyclist Traffic Fatalities per 100,000 People (2017-2021)



BERNALILLO COUNTY CRASH DENSITY MAP



TOP CONTRIBUTING CRASH FACTORS

All Crashes		
Contributing Factor	Crashes	Percent of Total Crashes
Driver Behavior	4,028	41.82%
Driver Inattention	2,535	26.32%
Excessive Speed	1,031	10.70%
No Contributing Factor	615	6.38%
Unknown Contributing Factor	497	5.16%
Intoxication	409	4.25%
External Condition - Traffic	274	2.84%
Vehicle Defect	192	1.99%
Pedestrian Error	31	0.32%
External Condition - Infrastructure	13	0.13%
External Condition	7	0.07%

Pedestrian and Bicyclist-Involved Crashes		
Contributing Factor	Crashes	Percent of Total Crashes
Driver Inattention	43	23.37%
Intoxication	39	21.20%
Driver Behavior	36	19.57%
Pedestrian Error	28	15.22%
No Contributing Factor	23	12.50%
Unknown Contributing Factor	7	3.80%
Excessive Speed	4	2.17%
External Condition - Traffic	4	2.17%
Vehicle Defect	0	0%
External Condition - Infrastructure	0	0%
External Condition	0	0%

SURVEY RESULTS



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

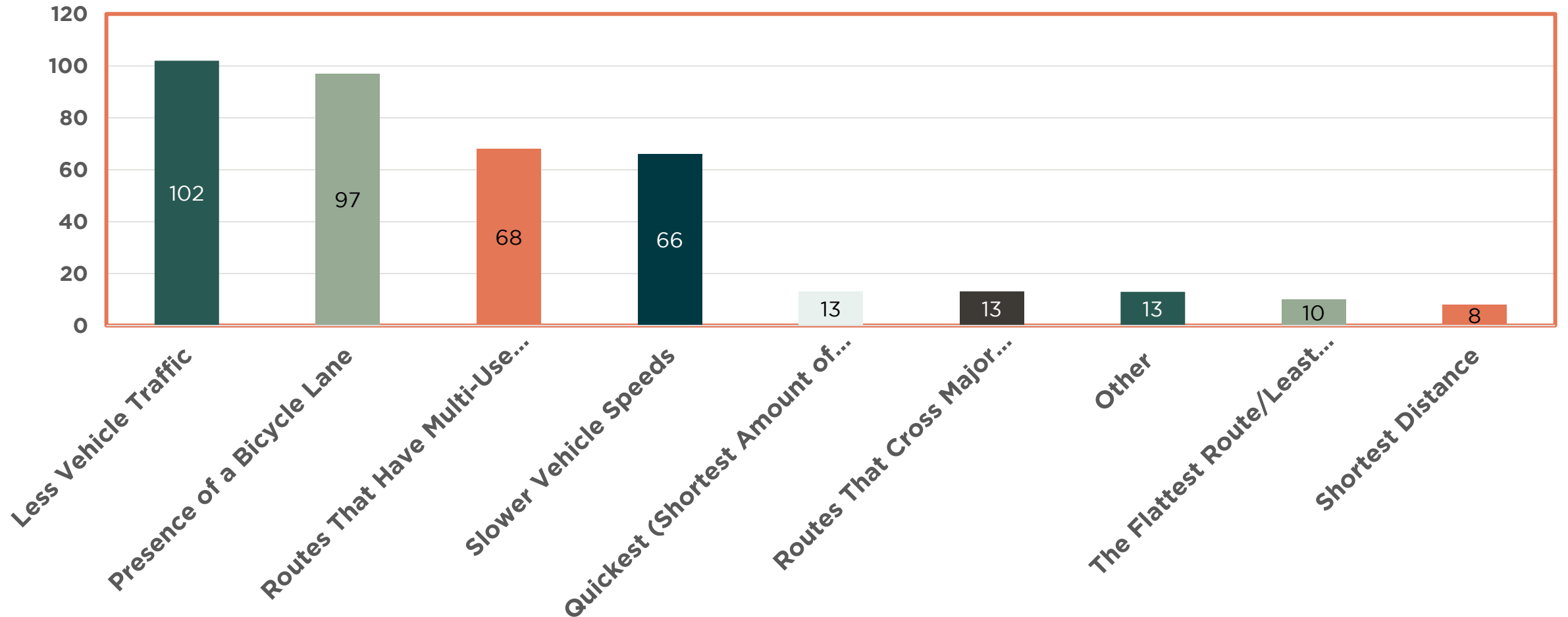
SURVEY RESULTS

Factors Pedestrians Take into Consideration When Selecting a Route



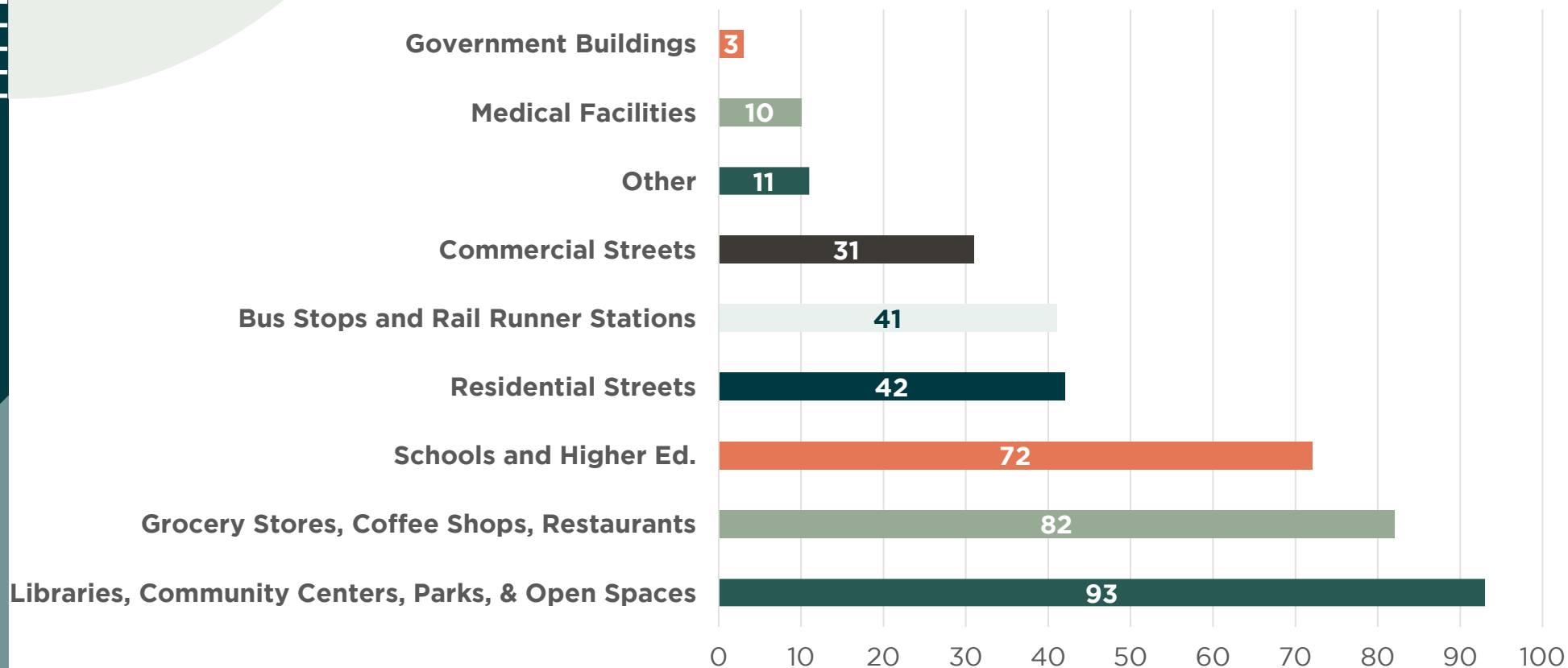
SURVEY RESULTS

Factors Cyclist Take into Consideration When Selecting a Route

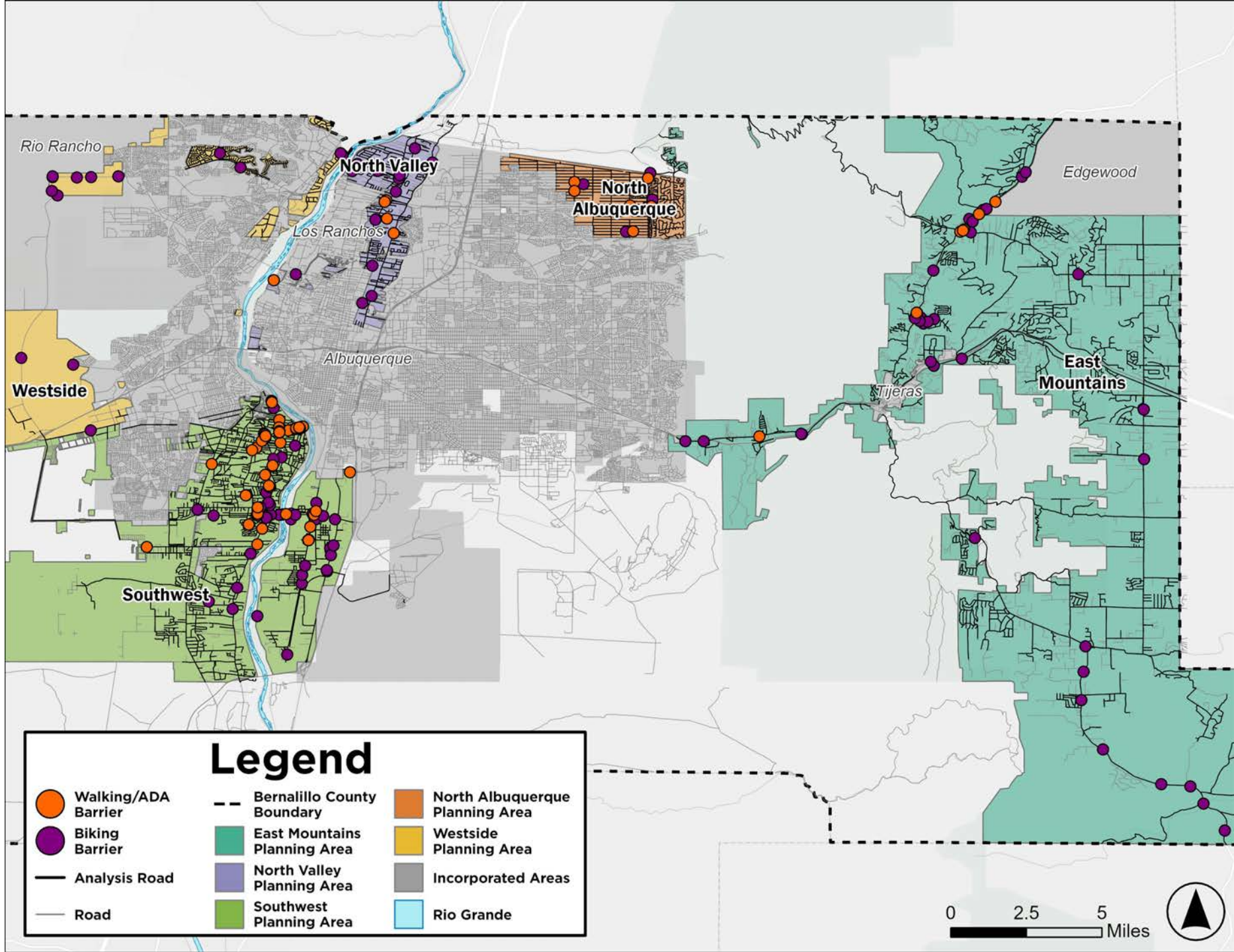


SURVEY RESULTS

Key Areas to Consider for Sidewalks or Pedestrian Amenities

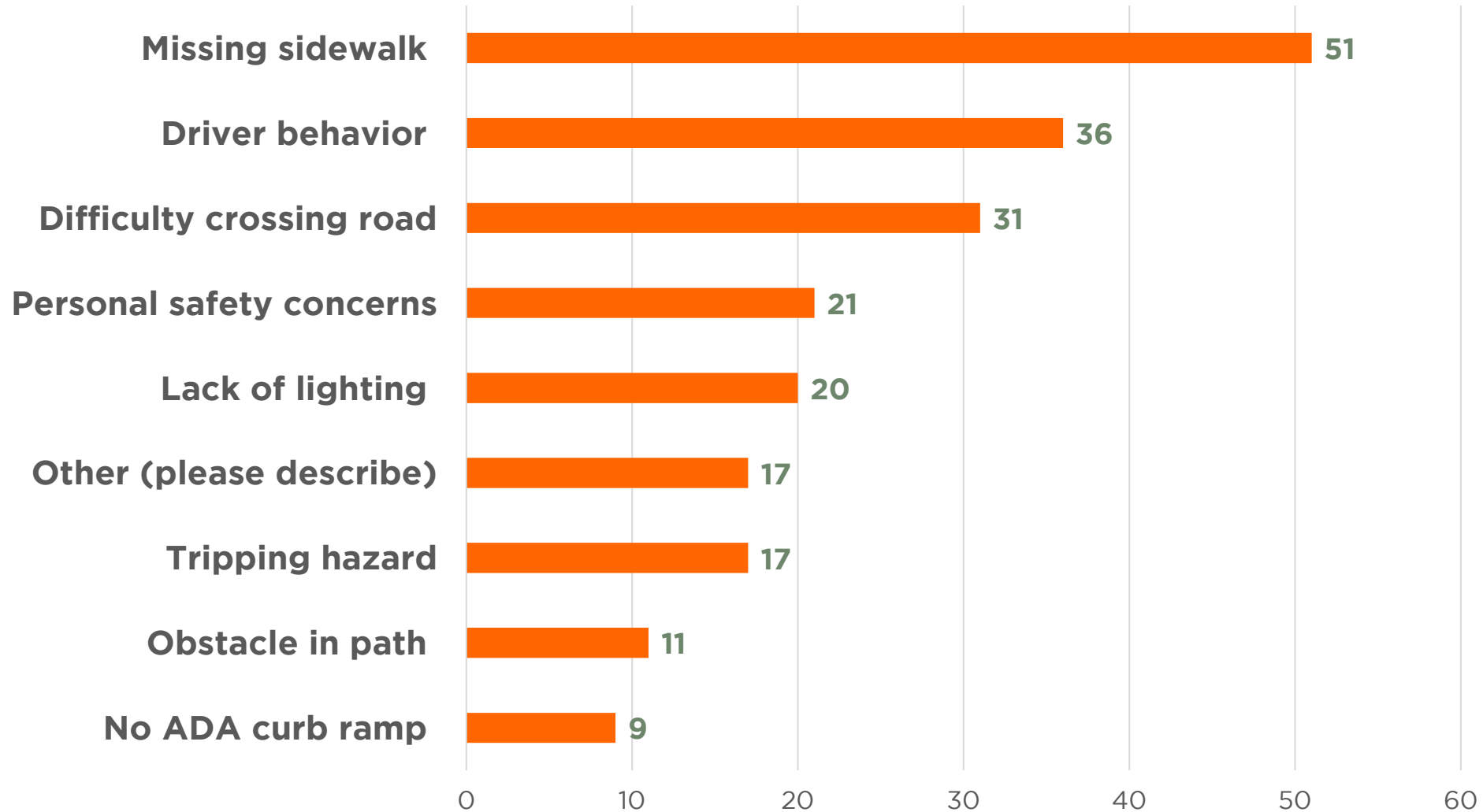


SURVEY RESULTS



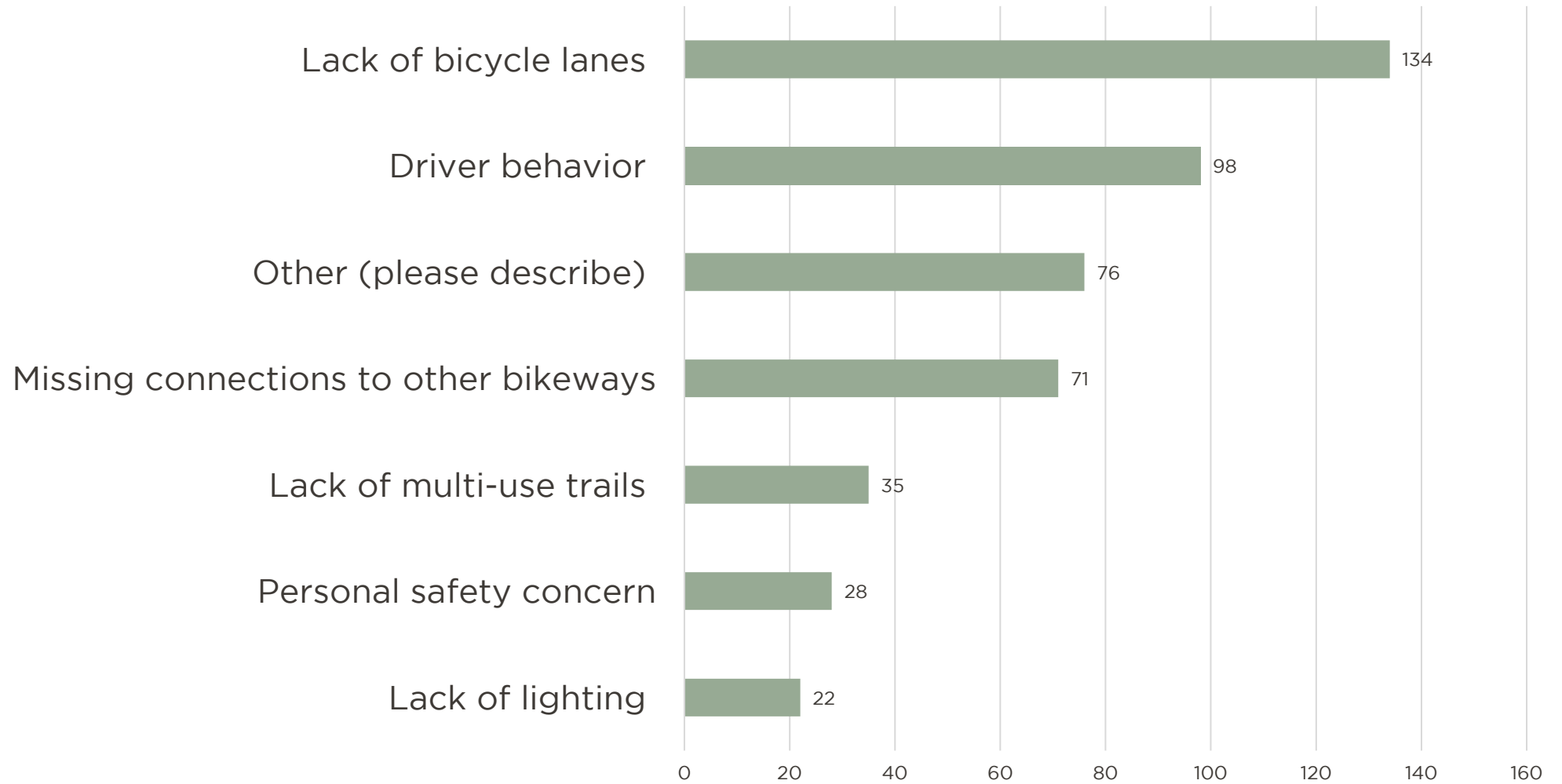
SURVEY RESULTS

Walking/ADA Barriers Reported



SURVEY RESULTS

Biking Barriers Reported



RECOMMENDATIONS

A set of locations and recommendations was formulated based on a combination of multiple data sets and factors:

1. ActiveTrans Priority Tool
2. Pedestrian and Bicyclist Crash Density
3. Existing and Proposed Projects
4. Status of Disadvantage

RECOMMENDATIONS

ID	Priority	CPA	Road	Endpoints	Recommendation	Length (ft)
1001	1	SW	Coors Rd	Bridge Blvd to Arenal Rd	Sidewalk (tie existing between Arenal and Old Coors; Tower Rd to Bridge Blvd)	528 (x2)
1002	1	SW	Rio Bravo Blvd	Broadway to Rio Grande	Buffered Bike Lane with clear markings and signage, tie into multi-use path at Dean Dr SW	Bike Lane: 7,392 (x2) Bike Signage & Paint: 14,256 (x2)
1003	1	SW	Rio Bravo Blvd	Rio Grande to Del Rio Rd	Install Sidewalk in accordance with bus route accesses	9,504
1004	1	SW	Sage Rd	Old Coors Rd to San Ygnacio Rd	Recommend facility placement: Widen shoulder, sidewalk (drainage study needed), and/or other facility	2,852 (x2)
1005	1	SW	Prince St	Prosperity Ave to Camino Del Tren Ave	Install Sidewalk along bus route and leading to train station; Widen Shoulder for bike traffic	4,224
1006	1	SW	Goff Blvd	5 Points Rd to Tapia Blvd	Sidewalk with signage and striping at crossings; Sidewalk to tie into existing	Sidewalk: 4,569
1007	1	SW	2nd St	Rio Bravo Blvd to Shirk Ln	Install sidewalks along West side in connection with bus network; continue multi-use path OR other facility northward to train station.	8,976' Sidewalk 1,100' Multi-Use Path

RECOMMENDATIONS

ID	Priority	CPA	Road	Endpoints	Recommendation	Length (ft)
1008	2	NV	2nd St	El Pueblo to Hacienda Rd	Sidewalk to tie into existing infrastructure	528
1010	2	SW	Barcelona Rd	Coors Blvd to Isleta Blvd	Continue Sidewalk and Bike Facilities (Coors to Isleta) Coors to 2830 Barcelona & 1904 to Isleta Blvd; highest priority near elementary school	10,560
1011	2	SW	Gatewood Ave	Bridge Blvd to Isleta Blvd	Sidewalk installation - priority for schools; tie into existing	4,224 (x2)
1012	2	SW	Old Coors Rd	Bridge Blvd to Coors Blvd	Sidewalk and Paved Shoulder (Bridge Blvd to Coors Blvd)	3,696 (x2)
1013	2	NV	Edith Blvd	Amara Vista Ct to Tyler Rd	Sidewalk and bikeway installment along roadway	20,064
1014	2	SW	Atrisco Dr (South)	Bridge Blvd to Arenal Rd	Widen Shoulders for peds and bikes; establish clear signage for ped/bike facilities where present	5,808 (x2)
1015	2	SW/W	Central Ave	98 th St to Atrisco Vista Blvd	Install multi-use path or large, paved shoulder to provide connection in the community	13,728

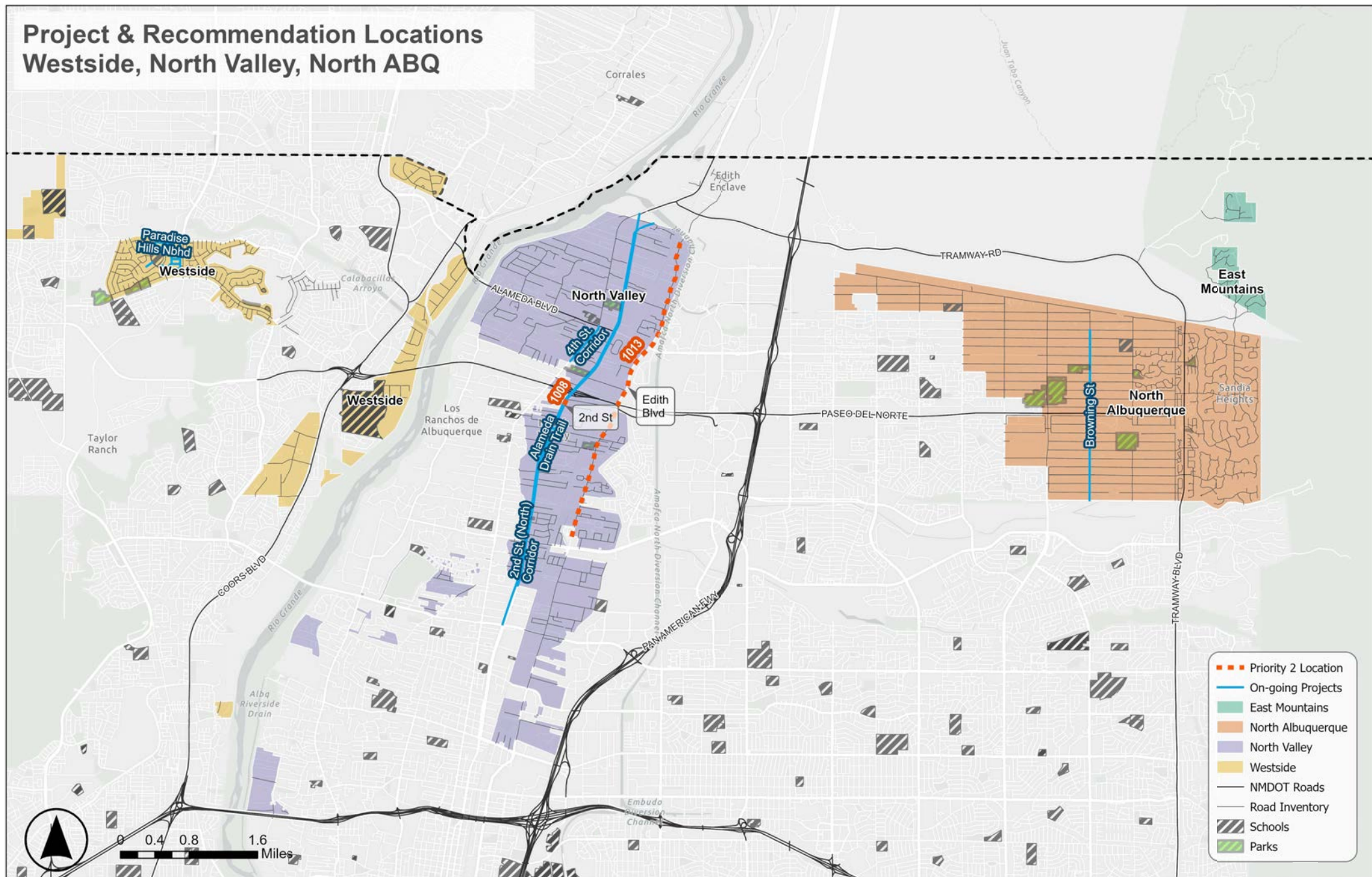
RECOMMENDATIONS

ID	Priority	CPA	Road	Endpoints	Recommendation	Length (ft)
1016	3	SW/ W	Atrisco Vista Blvd	Tierra West Estates to Prime Ave	Widen Shoulders for peds and bikes; establish clear signage for ped/bike facilities where present	3,696 (x2)
1017	3	EM	NM 333	Public School Rd to Bernalillo County Line	Provide Wide shoulders for bike facility and pedestrian passage; tie into NM-14	53,328
1018	3	SW	Sunset Rd	Bridge Blvd to Sunset Gardens Rd	Sidewalk to tie into existing infrastructure	2,640 (x2)
1020	3	SW	Malpais Rd	Coors Blvd to Isleta Blvd	Consider sidepath (asphalt sidewalk); tie into proposed facilities intersecting roadway	5,280
1021	3	SW	Arenal Rd	Goff Blvd/Isleta Blvd to Tapia Blvd	Sidewalk to tie into existing infrastructure	2,640 (x2)

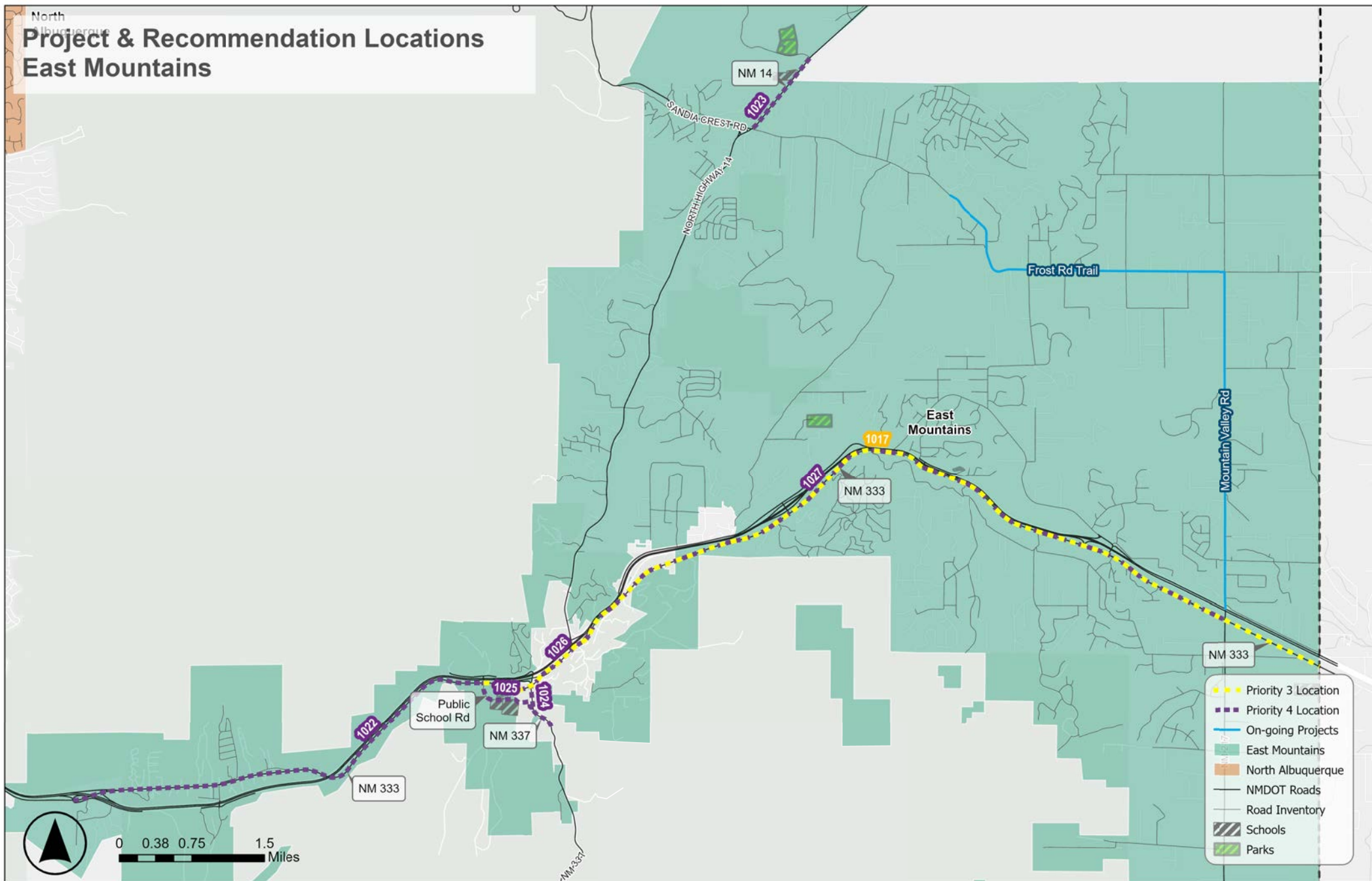
ADDITIONAL EAST MOUNTAINS RECOMMENDATIONS

ID	Priority	CPA	Road	Endpoints	Recommendation	Length (ft)
1022	4	EM	NM 333	I-40 Carnuel exit to NM 14	(Rio Grande Trail Spur) Bike Lanes	7,136
1023	4	EM	NM 14	Frost Rd to La Madera Rd	Trail Extension	13,055
1024	4	EM	NM 337	NM 333 to Forest Rd 423	Bike Lanes and Sidewalks	9,475
1025	4	EM	Public School Rd	NM 333 to NM 337	Sidewalks	3,740
1026	4	EM	NM 333	Public School Rd to NM 14	Sidewalks	6,709
1027	4	EM	NM 333	NM 14 to NM 217	Bike Lanes	9,387

RECOMMENDATIONS



RECOMMENDATIONS



Q & A SESSION



Please be respectful of individuals asking questions as well as those responding.



Please raise your hand and a team member will call on you.



Be sure to allow time for our team to document your question and corresponding answer



If we didn't get to you, please be sure to chat with a team member at our open house next or fill out a comment form!

Open House Format



Meet with a project team member to ask questions, find out more about the project, and submit your comments!



Check out the mapped boards and place a pin where you walk and/or bike!



Fill out a comment form in person and return to one of our team members!

HOW TO SUBMIT A COMMENT



Bernalillo County

Julie Luna

Technical Planner

Call: (505) 377-7136

Email: jaluna@bernco.gov



Wilson & Company

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Project Manager

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**PUBLIC
COMMENT
WILL BE OPEN
THRU
DEC. 31, 2024**