Chapter 6 Transportation

6A Background & Analysis

6.A.1 Introduction

Those who live, work, or travel in Albuquerque understand the everyday challenges that can occur when trying to get from one place to another. Highways and arterials can quickly become congested, and there are few fast and frequent multi-modal transportation options. Near-term mobility improvements are largely focused on regional travel through the city with major highway expansion projects, but future travel demand projections indicate that even with these improvements our region will continue to struggle to keep up with growth, and congestion within the city will remain an issue.

Throughout the update of the Albuquerque Bernalillo County Comprehensive Plan, residents have expressed a desire for improved transportation options. They want to take advantage of the latest technology from cars that can drive themselves to a greatly enhanced transit network. They also express a desire for safe and inviting streets and trails for walking and bicycling. The centers and corridors concept provides a framework to help the greater Albuquerque area achieve this multi-modal vision. Centers provide a mix of higher-intensity uses, with homes, jobs, services – all the things family need in daily life – closer together, making walking and bicycling viable alternatives to driving. Connecting centers by transit, bikeways, and trails further allows residents options to reach important destinations.

The expansion of major roadways may temporarily ease congestion issues, but in time commuting patterns are expected to adapt and create new demand on these routes. This should come as no surprise. Since no city has ever truly solved congestion by expanding roadway infrastructure for cars. In fact, congestion should be recognized as a sign of a successful and desirable place. As the region grows, the city and county should focus on other strategies to accommodate the people who will live and work in the region.

Trends in transportation choices are shifting among different demographics. More young people are deciding to live in more urban locations with multiple choices of transportation modes. These ‘urban locations’ do not specifically mean city centers, but areas of dense development where residents can live/work/learn/play. These locations should act as both origins and destinations and are best connected through multimodal corridors that provide alternative means for travel other than the person automobile, allowing users to enjoy a friendly, walkable/bikeable environment. This is in contrast to previous generations’ desires to locate in automobile-oriented suburban communities. This has resulted in lower vehicle ownerships and a greater propensity to use transit, bicycles or bike share, such as Albuquerque’s BiCi, and ride share services, such as CAR2GO, UBER and LYFT.
These changing transportation characteristics are resulting in reductions in per capita vehicle miles traveled (VMT) not just nationally but locally. Strategies for improving transportation should center on shifting trips to more efficient travel modes and helping people avoid making unnecessarily long trips altogether by continuing to bring destinations closer together.

[Insert photo of pedestrians and bicyclists]

6.A.2 Guiding Principles

6.A.2.1 Strong Neighborhoods

6.A.2.1.1 Complete neighborhoods with different types of housing and amenities support a greater range of transportation options.

6.A.2.1.2 Good connections to Centers via walking and biking make neighborhoods more desirable.

6.A.2.2 Mobility

6.A.2.2.1 Increased transportation options improve mobility for people, goods, and services.

6.A.2.2.2 Aligning local transportation with regional planning strengthens networks throughout the metropolitan area.

6.A.2.3 Economic Vitality

6.A.2.3.1 Good transportation networks offer access to jobs via multiple routes and modes and allow efficient freight movement.

6.A.2.4 EQUITY

6.A.2.4.1 Increased public transit options and shorter trip times help reduce household transportation costs.

6.A.2.4.2 Safe and connected networks for non-auto travel and public transit expands mobility for those who do not drive.

6.A.2.5 Sustainability

6.A.2.5.1 Increased options for non-auto travel and mass transit reduce greenhouse gas emissions and reliance on fossil fuels.

6.A.2.6 Community Health

6.A.2.6.1 Improved networks for non-auto travel increase walking and biking opportunities.

6.A.2.6.2 Safer transportation options allow people to travel to more places without fear of harm.
6.A.3 In the Future

The vision for transportation in Albuquerque and Bernalillo County is to provide people with a variety of options to travel safely and efficiently throughout the City of Albuquerque and Bernalillo County. Achieving this vision will require innovative solutions that range from land use policies to implementing recent best practices that help to accommodate not only the automobile but all modes and all users. The vision will focus on enhancing the infrastructure that we already have while filling the multi-modal gaps that are currently experienced in the network.

Transportation improvements will be tied closely with land use policy direction and emphasis will be on areas that can support multiple modes. Creating multi-modal corridors that connect centers within Albuquerque will be an important element of mobility in the future.

The current trend is that younger people, collectively, have less desire to drive and to own a vehicle. They are also choosing more urban locations to live where there are additional transportation choices. On the other end of the spectrum, we have the large population of baby boomers, who are retiring and making new housing choices. These choices are resulting in different transportation patterns as well. Adapting for these changing mobility needs will be essential in moving forward into the future.

Often, the strategy for managing congestion in a city or a region is focused on a short period of time during the day, sometimes merely two one-hour peaks. Managing peak-hour congestion and providing more opportunities during peak hour to improve capacity will enhance network efficiency and reduce travel delay. One of the most efficient ways to reduce the peak demand is travel demand management, which includes reducing vehicle demand, providing additional transportation, integrating multi-modal options, and implementing congestion management strategies, such as ridesharing, telecommuting, and signal timing improvements.

Connectivity within the City of Albuquerque, Bernalillo County and the region will be one of the more important transportation goals moving into the future. This connectivity can include local connections such as improving sidewalks around schools; or connecting the trail system with additional trails or on-street walking and biking facilities; or improving better coordination for signals along highly congested corridors to reduce travel time and to improve air quality. This multi-modal approach to connectivity will not only help movement within the region, but it will help to make Albuquerque a more livable city.

6.A.4 Challenges

1. Coordinate land use development and transportation investments to be mutually supportive
2. Overreliance on the personal automobile and limited opportunities for alternative transportation (biking, walking, and transit)
3. Current options for alternative modes are often not inviting or comfortable for the majority of the population
4. Underdeveloped multi-modal links between Centers and Corridors
5. Disconnected bike and trail networks throughout the city and county
6. Growing congestion in some areas of the city and county, particularly on river crossings
7. Development patterns and an escarpment that constrain connectivity on the West Side
8. Safety, particularly pedestrian safety, is a large concern
9. Limited roadway connectivity on the Westside, weight limits on some regional roads and river crossings, and I-40 congestion greatly impact regional freight movement

6.A.5 Strategies
1. Coordinating local street planning with the regional Metropolitan Transportation Plan (MTP)
2. Matching street design to the existing or desired character of land uses
3. Prioritizing streets to be transformed into Complete Streets
4. Improving network connectivity for pedestrians, bicyclists, and vehicles, between Centers, roads, and different modes
5. Prioritizing key road network and trail improvements
6. Expanding and improving transit options
7. Increasing opportunities for active transportation
8. Planning, developing, operating and maintaining the transportation system to support the planned or desired character of the land use. This involves balancing mobility needs with the need to create livable human and natural environments
9. Planning, developing, operating and maintaining a transportation system that provides the community and the larger region with safe, comfortable, and efficient transportation options
10. Encouraging the use of alternative transportation modes, especially during peak hours to reduce traffic congestion, along with other travel demand management strategies
11. Planning, developing, and maintaining a transportation system to support and improve opportunities for residents to lead healthy, active lives on a daily basis
12. Managing the transportation system in a coordinated and cost-effective manner through the capital improvement process and the development review process

6.A.6 Context & Analysis

6.A.6.1 Existing Mobility Conditions

National air, rail, and highway systems are necessary for a functioning economy. They connect the region to the state, the nation, and to other countries. They enable regional specialization and link spatially separated activities into an economic system. The major facilities of these systems are also important as they provide the physical structure for the region’s physical development pattern. Albuquerque is the state’s transportation center; it is the only community in the state in which all the national modes converge locally.

[Need to address local transportation system in the section overview]
6.A.6.1.1 The Interstate Highway System

Albuquerque is served by two interstate highways: Interstate Highway 25 (I-25) and Interstate Highway 40 (I-40). Both carry large volumes of traffic locally and regionally. The State’s highway upgrade program is an ongoing opportunity to enhance the I-25 and I-40 Corridors and is guided by the 2000 Interstate Corridor Enhancement Plan (ICE Plan). The state’s I-25 Corridor Plan identifies future improvement projects including replacement of interchanges and capacity enhancement measures such as additional lanes.

The primary purpose of the interstate highway system is to carry longer distance trips to and through urban areas. I-40 carries an enormous amount of trans-national freight traffic, creating congestion problems within Albuquerque. Throughout the Albuquerque metropolitan area the interstate system also carries a great deal of local commuter travel. Its primary purpose/function could be facilitated by a “managed lane” dedicated to truck movement much of the time and shared with express (local) buses, carpools, etc. at other times.

6.A.6.1.2 Freight

Trucking is the dominant freight transport mode in New Mexico, relative to the dollar value of goods destined to or originating in the state. Albuquerque is New Mexico’s motor freight hub for truck firms, terminals, and warehousing. Trucking terminals are presently concentrated in three geographic locations. The largest concentration of terminals is within a 3/4 mile radius of Edith Boulevard and Montaño Road in the North Valley, west of I-25. A smaller concentration is located on the West Mesa near Hanover Road and Coors Boulevard, south of I-40. A new concentration is developing on the West Mesa along Central Avenue at Nine Mile Hill, near I-40.

The national railroad network provides both freight and passenger service to Albuquerque. Rail transport is increasingly used to carry trailers or containers over distances of 600 or more miles between major cities. Rail freight service is provided by the Burlington Northern and Santa Fe Railway (BNSF). Between 10 and 12 million tons of freight annually pass through, or are shipped to/from Albuquerque by rail, depending on national and regional economic conditions. Railroad right-of-way is also important for advanced telecommunications: it is used as a fiber optics cable route.

The crossing of railroad lines with streets at grade is a safety issue. There are 28 mainline railroad/highway crossings in Bernalillo County, only 10 of which are grade separated. The remaining 18 are protected by lights and gates, but increasing traffic (both motor vehicle and rail) heightens the risk of collisions. An additional concern is the design of above-grade
crossings that are not pedestrian friendly and lend themselves to unsafe conditions for those crossing underneath.

6.A.6.1.3 Aviation

Albuquerque is the location of a Federal Aviation Administration Air Route Traffic Control Center, a facility critical to reliable aircraft operations across a major part of the Southwest. Two of New Mexico’s 56 publicly owned airports are in Albuquerque. The largest is the International Sunport, a terminal with three passenger concourses and 27 gates, four active runways, a separate air cargo building and handling area, and a full range of support facilities.

General aviation (private air services, typically corporate flights) is served by the Double Eagle Airport (West Mesa). Some general aviation operations continue to use the International Sunport. Corporate general aviation activity has been growing in Albuquerque with a trend of using larger aircraft.

Commercial aviation (usually aircraft for hire to transport passengers or cargo) exclusively uses the City’s International Sunport, a facility whose runways are shared with Kirtland Air Force Base (the 6th largest in the Air Force). The National Plan of Integrated Airport Systems classifies it as a medium-haul commercial service airport. Such airports accommodate non-stop commercial airline service to destinations of 500 to 1500 miles. The City’s Airport Master Plan (2003) constitutes a development plan to assure this facility will meet projected demand.

6.A.6.1.4 Transit

There are multiple transit agencies in the region providing different transit services. These services include interstate passenger rail, regional commuter rail, park and ride bus service, local bus service, and paratransit service.

6.A.6.1.4.1 Interstate Passenger Rail

Rail passenger service is provided by the National Railroad Passenger Corporation (Amtrak). Albuquerque has the main rail passenger station in the region. It generates about 52,000 passengers annually for the single route through the City.

6.A.6.1.4.2 Regional Commuter Rail

Regional commuter rail service called the New Mexico Rail Runner Express is operated by the Rio Metro Regional Transit District. The service began in 2006 and provides service seven days a week to 14 stations along a 96.5 mile corridor that ranges from Belen in the south to Santa Fe in the north. Ridership is 3,500 passengers per weekday and over a million annually.
6.A.6.1.4.3 Park and Ride Bus Service

Intercity park and ride bus service has been operated and maintained by the New Mexico Department of Transportation (NMDOT) since 2003. The service offers 11 routes in over 4,000 bus route miles. The service averages over 300,000 riders annually with connections to the Rail Runner Express.

6.A.6.1.4.4 Local Bus Service and Paratransit

Local bus operations and service are provided through the City of Albuquerque’s Transit Department known as ABQ Ride. Service for connections to the Rail Runner is provided through the Rio Metro Regional Transit District. ABQ Ride operates bus service across the City and parts of the County, including local routes, commuter routes and Rapid Ride routes. The Rapid Ride service uses 24 60-foot articulated buses on Central Avenue, and segments of Coors Boulevard, Lomas Boulevard, and Louisiana Boulevard.

Albuquerque is also planning to incorporate Bus Rapid Transit (BRT) into the ABQ Ride system. As plans to revitalize the historic Route 66 continue, the City is studying the opportunity to enhance transit service along this important east-west corridor. At the time of this study, ABQ Ride had received permission from the Federal Transit Administration for entry into Project Development. The current goal is to make BRT service available on Central Avenue in the fall of 2017. A second service on University Blvd connecting UNM, CNM, and the Sunport is entering the project development phase in 2016. This project is also considered a high priority by the Rio Metro Regional Transit Board.

ABQ Ride provides paratransit service called Sun Van. Sun Van offers public transportation service using lift-equipped vans for individuals eligible under the American with Disabilities Act. This service is provided to persons residing in or visiting the metro area whose impairment makes it impossible to ride the fixed route service. The service is origin-to-destination from any address in Albuquerque and most of Bernalillo County, with advance reservations.

Transit use has increased significantly in the last 20 years. The number of annual passenger miles has more than doubled, with major increases in 2004 when the Rapid Ride service began. Ridership has almost doubled in 20 years going from close to 7 million annual riders in 1996 to over 13 million in 2013.
6.A.6.1.5 Street & Trail Network

The Long Range Transportation System Guide (LRTS) identifies the location and classifications of the future street network and incorporates Complete Streets design guidelines. The most recent update in 2015 contemplates a much more multi-modal, layered approach to the street network than in the past, including roadway designations that are more appropriate to their land use context such as “community arterials.” Although the automobile is still the primary transportation mode in the City and the region, efforts to create a more balanced system are encouraged. The region consists of around 4,150 lane miles of collector and arterial roadways (with many more miles of local residential streets) and approximately 500 lane miles of bikeways and trails. The regional household travel survey conducted by MRCOG in 2014 showed residents travel 23 miles per day on average, with about 2.0 percent of respondents biking, 8.3 percent walking, and 2.7 percent taking transit. The remaining residents are primarily driving vehicles, with some carpooling.

[Show the LRRS map OR insert MTP map]

National trends in automobile traffic have been changing in the last five years. Up until 2004, Vehicle Miles Traveled (VMT) and VMT per capita rose consistently. However, in the region, vehicle miles traveled (VMT) per person per day has decreased since 2004 from 24.2 to 21.7 in 2012. This change in travel patterns is being associated with lower vehicle ownership rates and a household shift of younger generations to more urban locations.

Even though VMT per capita has been trending downward, overall VMT continues to rise in the region because of population and employment growth. Much of this growth is occurring in the suburban periphery. Extensive residential development west of the Rio Grande has continued to generate more river crossings in an area where existing street deterioration is already outpacing maintenance. This increase in VMT will continue to add to congestion levels around the region, particularly at choke points such as the primary river crossings and bridges. Street efficiency can be improved by increasing emphasis upon compatible land use and street design measures and by expanding modal choices.

6.A.6.1.6 Bicyclists and Pedestrians

Bicycling and walking have become increasingly important transportation modes because such trips contribute to healthy lifestyles, can be made with no environmental degradation, and the infrastructure is supported by generally smaller investments. The choice to bike or walk is influenced by travel distance, traffic safety, weather, topography, convenience, costs, valuation of time and exercise, physical condition, family
circumstances, habits, attitudes/values, and peer group acceptance. Other factors that influence a person’s decision to bike or walk, and over which local government has some control, are the presence of sidewalks, trails, and bikeways, traffic conditions, and access and linkage to destinations. The most common reason given why an individual does not bike or walk is the lack of safe, direct, and interconnected facilities. The interconnection of bicycle and pedestrian facilities to transit service expands the opportunity to travel further distances for bicyclists and pedestrians.

Of critical importance to the accommodation of bicycling and walking is elimination of travel barriers. The primary physical barriers in the region are the river crossings and the Interstate Highways. River crossings within Bernalillo County are few (8) and the distant spacing between them does not allow any one river crossing to be a substitute route for another, particularly for bicycle and pedestrian travel. An even more challenging barrier for non-vehicular modes occurs for east/west travel across I-25. The width of the highway includes frontage roads, which limits options for overcrossing the Interstate, and opportunities to cross under the Interstate are limited by congested intersections. In contrast, north/south travel across I-40 east of the “Big I” is facilitated with five overcrossings, and west of the “Big I,” pedestrian and bicycle travel can be accommodated at-grade, beneath the raised freeway. Other major barriers that the region should endeavor to improve involve network connectivity and continuous facilities to serve riders of all ages and abilities.

Albuquerque has an unfortunate record in terms of bicycle and pedestrian safety. In 2011, New Mexico was ranked 5th in the nation for pedestrian fatalities per capita. Since 2012, both the City and the State have been identified as one of the FHWA Focus Cities & States, which receive funding and technical assistance to aggressively reduce the number of pedestrian and bicycle fatalities.

Adopted plans include the City’s Bikeways & Trails Facility Plan and the County’s Pedestrian and Bicyclist Safety Action Plan, which will remain stand-alone plans. These planning documents identify existing non-motorized facilities and prioritize future capital improvement projects to be funded using local bond, state capital outlay, and federal grants.
6.A.6.2 Key Issues and Opportunities

6.A.6.2.1 Corridor Types

In 2002, Bernalillo County and the City of Albuquerque adopted a vision for future growth to be focused in designated Centers and along certain Corridors. The 2016 plan updates that vision by adding detail to the types of Centers and restructures the Corridor types to reflect best practices for coordinating land use and transportation. The 2002 Comp Plan designated Major Transit Corridors, Enhanced Transit Corridors, and Express Corridors and included a matrix of policy objectives for each corridor type related to street design, transit service, and development form.

In April 2015, the Mid-Region Metropolitan Planning Organization adopted the Long Range Transportation System Guidelines. This document established land use context and a street typology that applies to the four-county region. The corridor types include the Regional Principal Arterial, Community Principal Arterial, Minor Arterial, Major Collector, and Minor Collector. For each roadway type, there are guidelines for recommended street elements (landscaping/buffers, bikeways, roadway lanes, etc.) and the recommended minimum dimensions for each. Guidelines are provided for five character zones: Activity Center, Urban, Suburban, Rural, and Main Street.

The 2016 Comp Plan is intended to bridge the two systems of conceptualizing roadway type and provide guidance at the local level to the City and County. The Comp Plan designates four corridor types: Main Street, Multi-Modal Corridor, Transit Corridor, and Commuter Corridor. These types are illustrated on the Comp Plan Vision Map, and they are explained in the Land Use Chapter. This organization reflects the importance of coordinating the corridors with adjacent land use. The policies in this chapter are organized by corridor type and provide guidance on process, project development, and design within the public right-of-way. [See policies within Goal 6.1, Matching Land Use, and Goal 6.3, Multi-Modal Systems.][xref needed]

6.A.6.2.2 Complete Streets

Complete Streets is a relatively new term for an idea from decades past. Long before extensive regulations and requirements that favor rapid automobile movement began dictating street design, streets were built and developed to serve the destinations surrounding them. Some of the greatest streets in America still maintain this centuries-old character. Complete Streets are streets designed for everyone – with safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
Complete Streets typically offer many of the benefits sought through traditional gridded roadway design: good multimodal access, decreased travel times, and enhanced safety. Additionally, these benefits are often arrived at in innovative ways. In recent decades road design targeted increased roadway performance through the addition of vehicle travel lanes. But with Complete Streets, roadway design might consider enhancing sidewalks or pedestrian crossings, or repurposing unnecessary travel lanes for another mode of travel, such as bike lanes. Every person who then chooses these other modes of travel is one fewer driver on city streets, which reduces congestion and extends the service life of the roadway. Complete Streets in these ways help roadways work best for everyone, and other benefits such as improved economic performance and public health are achieved as well.

In January of 2015, the Albuquerque City Council, and similarly in June 2015, the Bernalillo County Commission, adopted a Complete Streets Ordinance that supports the implementation of complete streets. The ordinance notes that Complete Streets:

- Encourage private investments and redevelopment;
- Strive to create a balanced transportation system that meets the needs of all users;
- Improve community health by increasing opportunities to walk and bike;
- Help to reduce congestion and vehicle emissions by increasing modal capacity;
- Are context sensitive and designed for the appropriate adjoining land use.

It can be a challenge for a single roadway to accommodate freight movement, high volume, and high-speed traffic along with pedestrian and bicyclist needs. An important means of addressing multiple needs simultaneously is through creating “complete networks.” This means designing complete, layered transportation networks that allow people to reach desired destinations — although not always on the same roadway. This Comp Plan vision incorporates the “complete network” concept, and establishes policies for developing a pedestrian, bicycle, transit, automobile, and freight network. Each mode should have priority in different areas, and this plan establishes where each mode should take priority, see Goal 6.3 and policies 6.3.3 through 6.3.8, as well as the Urban Design Chapter.

Creating better-connected networks for all modes of travel reduces the potential conflict between different users. Providing low-stress routes for pedestrians and bicyclists improves accessibility by allowing people who
are concerned about safety from traffic to reach destinations. In addition, improving connectivity improves efficiency by making trips more direct and reduces congestion by providing multiple routes to destinations.

The Complete Streets movement also focuses on changing the project development process. The recent local legislation requires transportation professionals to consider and accommodate various users at all stages of development from planning, funding, designing, operating and maintaining transportation infrastructure. The operations of these types of corridors can be measured using Multi-Modal Level of Service (MMLOS). MMLOS estimates the amount of delay, as well as other measures such as comfort, along a corridor for automobiles, bus, bicycle, and pedestrians using a combination of data. For more information on roadways designated as Multi-Modal Corridors, see the Land Use and Urban Design Chapters.

6.A.6.2.3 Connectivity

In addition to providing mode choices through Complete Streets, appropriate network connectivity is essential to maximizing accessibility and increasing the number of route options. Well-connected streets provide shorter, more direct routes between destinations. Network connectivity also increases the efficiency and reliability of the road network. A classic example of a well-connected street system is the traditional grid pattern. Grid street patterns result in dispersion of traffic throughout the system. While major arterials exist within the grid pattern, local travelers are able to use interconnected local streets, freeing the arterials for the movement of longer distance travelers.

[Insert images of standard subdivision & suburban subdivision – aerial]

In Albuquerque, the older developed area on the east side of the Rio Grande maintain this grid pattern, while many of the developing areas of the County and the newer neighborhoods on the West Side have utilized a now-conventional suburban development pattern with cul-de-sacs and fewer access points. These areas have been designed to collect traffic from residential areas and channel most trips onto major thoroughfares. This pattern tends to require large intersections, creates greater reliance on arterials, and often discourages pedestrian and bicycle travel. As an example, perimeter walls around subdivisions often have no openings for pedestrians to access bus stops on adjoining streets. Long blocks often mean pedestrians must go out of their way to reach neighborhood parks, schools, and nearby retail centers.

The region is faced with two challenges: ensuring new development provides enhanced network connectivity and retrofitting developed portions of the city to improve connectivity. To address the first
challenge, the Comp Plan adopts policies that promote adequate connectivity to address future transportation demand. Regulations need to be developed and adopted to formalize a connectivity analysis process, measures, and minimum standards. Improving the connectivity of existing, developed areas will continue to be done through Corridor Plans, corridor specific studies, and public works projects.

6.A.6.2.4 Road Network and Street Improvements

Promoting mobility choices is a priority of both the City and County; however, maintaining efficiencies in the existing network is essential. With a growing population, areas currently developing or redeveloping, and changing demographics, the region faces critical decisions on how to accommodate the increase in trips throughout our local transportation system. The recently approved 2040 Metropolitan Transportation Plan calls for $1.6 billion to maintain existing facilities and another $2.2 billion to expand roadway facilities by about 330 miles in growing areas of the Central New Mexico region and to improve gaps in the bikeway and trail network.

[Insert image of roadway- signals]

Most major arterials have been built to their maximum capacity (in terms of existing right-of-way), and many older existing areas may likely attract infill opportunities for new housing and job centers. Better linkage between future transportation and land use decision making can improve the network. Transit oriented development (TOD) around Rail Runner and Bus Rapid Transit stations can accommodate significant growth without expanding roadways. Mixed-use development has also been demonstrated to significantly reduce vehicular trips. In many cases, growing vehicular traffic issues will not be able to be solved by expanding roadways. Strategic improvements to existing corridors need to take place to shift trips to other modes, while also maximizing the functionality of the vehicular system within the current right-of-way and number of travel lanes. There are a number of different tools that can be used to improve the transportation network, described below.

[Insert graphic of median types]

6.A.6.2.4.1 Transportation System Management Techniques

Signal Timing

Signal timing is one technique to improve the overall traffic flow throughout a particular corridor. The timing of signals often involves coordinating an entire signal system. Proper signal timing along a corridor can increase the efficiency of the roadway by allowing the maximum number of vehicles to pass in the shortest time. It also affects the air quality of the city because travel times and idling are reduced.
This technique can be used to increase capacity on corridors and is a less expensive option than adding lanes. Adaptive signals (which adjust signals in real time) installed in regional corridors have reduced travel times by 6-8% on a macro level.

**Intelligent Transportation Systems**

In *Futures 2040*, the MRCOG metropolitan long-range transportation plan, the Intelligent Transportation Systems (ITS) focus is to “promote the coordination and integration of monitoring and communication devices to ensure their optimal effectiveness in managing congestion and improving traveler information.”

The communication from the transportation infrastructure to the user that is provided through ITS implementation serves to improve overall mobility performance and to maximize the network efficiency.

**6.A.6.2.4.2 Access Management**

Access management involves the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections, as well as median and auxiliary lane treatments and the spacing of traffic signals. MRCOG has designated a number of regional arterial roadways as limited access facilities. Changes to access spacing require approval by resolution of the regional body, except for roads managed by NMDOT.

Access management serves two purposes: to improve mobility and to improve safety. Firstly, access management improves throughput by reducing turning movements primarily on arterial roadways. Secondly, it improves safety by reducing the potential conflict points that occur at controlled and uncontrolled intersections and driveway access locations.

**6.A.6.2.5 Transit Improvements**

For many in the region, the car will remain the only viable form of transportation, but resources for transit service must also be prioritized to serve the current transportation needs of the region’s diverse population, as well as to respond to shifting demographics and generational priorities. There are many people who cannot, or who desire not to, use a car every day. The younger segment of the population (often identified as Millennials) are increasingly seeking safe and efficient alternatives to driving, while the growing retired and elderly population may need to rely on transportation alternatives. While many older adults are making new housing choices that are more transit-oriented, many also desire to age in place and stay within their current home for as long as they are able. As the boomer generation ages, it may actually tax transit systems because of the growing demand for paratransit service.
A robust public transit system provides a practical and equitable alternative to a car-dependent transportation network. Compared to owning a vehicle, transit is an affordable transportation option, and is particularly important for those who cannot drive due to age, income, or disability. Efficiently run transit has the ability to move many more people in a much smaller amount of space. But in order for transit to be viable for many people and attract new riders, the service must be effective, convenient, and safe. Additionally, sufficient residential density and/or commercial intensity in close proximity to transit stops increases efficiencies and feasibility of the transit system.

High-capacity transit has the capability of shifting commuting patterns in a way that can significantly impact congestion levels on major corridors. Transit modes such as Bus Rapid Transit (BRT) and light rail typically have limited stops, more frequent service, and higher quality passenger facilities. BRT has become an attractive investment choice due to the lower upfront implementation cost compared to other high capacity transit modes. Great service alone does not create sustainable ridership, however. Success of these transit investments is largely dependent on the relationship to surrounding land uses. High-capacity transit should be considered in areas with higher employment and/or residential activity, diverse uses, and pedestrian-oriented design. Conversely, policies and zoning entitlements need to be in place along high-capacity transit corridors to facilitate their evolution into higher-density and -intensity places.

The following transit modes may be considered as enhanced alternatives to regular “fixed route” or “local” bus transit service and may be appropriate choices for certain areas in the City and County:

6.A.6.2.5.1 Rapid Bus (Rapid Ride)

Enhanced bus route service that focuses on frequency already exists on three ‘Rapid Ride’ routes in the region. ABQ Ride is currently exploring opportunities for new Rapid Ride services on routes with high ridership such as San Mateo, Montgomery, and Lomas Boulevards, or reallocating existing Rapid Ride busses if Bus Rapid Transit replaces Rapid Ride on Central.

Rapid bus service can also be a first stage of Bus Rapid Transit (BRT) development when funding is limited or employed as an alternative when BRT is introduced in phases. In these cases, shorter headways are commonly achieved through wider stop spacing and signal preemption.
at intersections, which helps Rapid Ride service maintain a higher average speed than the local bus service.

6.A.6.2.5.2  Bus Rapid Transit (BRT)

Bus rapid transit, already popular around the world for its relative ease of implementation, would be a new type of transit service for the area that would combine the flexibility and cost-effectiveness of traditional bus service with the high-quality of service typically found on a dedicated transit rail line and for a fraction of the cost. BRT development is often accompanies by the significant public investment and streetscape improvements along BRT corridors that help catalyze private investment, particularly near transit stops. A variety of characteristics make this type of bus service faster, more reliable, and attractive to a wide variety of potential riders including the use of bus-only lanes, transit signal priority systems, higher capacity bus vehicles, stops spaced at least one-half mile apart, and frequent service (headways of 15 minutes or less). Station areas can also be designed similarly to transit rail platforms with convenient pre-boarding fare collection, more shelter, bus wait time technology, and level boarding with bus doors. As of 2015, the City of Albuquerque is in the process of securing funding for the Albuquerque Rapid Transit (ART) line along Central Avenue.

6.A.6.2.6  Active Transportation Improvements

6.A.6.2.6.1  Overview

The region’s active transportation network is intended to provide transportation alternatives and recreational opportunities for all ages and abilities. The installation of bicycle and pedestrian facilities can be the most visible element of a city’s multi-modal transportation program. It shows that the community is a welcoming place for non-motorized transportation and supports the safe use of streets by all users.

The use of active transportation modes, such as bicycling, walking, and taking transit, benefits personal health and reduces traffic congestion. Providing safe options for these forms of travel enhances quality of life and can help address public health issues. Interest in bicycling for commuting or recreation is increasing, but many beginner or potential riders do not feel comfortable riding on-street with vehicular traffic. Concerns about safety, barriers, and lack of infrastructure often lead to the use of cars for completing trips, including short trips. Increasing the number of bicycle and pedestrian facilities not only addresses safety, but
also enhances long-term community livability, creates welcoming streets and neighborhoods, improves public health, and strengthens local economic competitiveness.

Bicycling and walking can improve quality of life by increasing opportunities for social interaction within the community. An active bicycling population is often considered a measure of livability for a city. Providing enhanced bicycle facility design allows residents to stay connected to their community, and integrating bicycle facilities into existing streets can have a positive effect on attracting business and maintaining property values.

6.A.6.6.2 Pedestrian Facilities

Pedestrian systems are the primary transportation element that connects all travel modes. Activity Center destinations, increased pedestrian amenities and well-planned pedestrian connections promote walking as a viable form of transportation. People want to walk in an environment where they can feel safe, particularly along roadways with higher traffic volumes. Street-side safety in areas where most travel is by vehicle is achieved by adequately separating pedestrians from other modes of travel. Safety, comfort, and convenience are all factors that will influence whether someone chooses to walk along a corridor.

Sidewalks

Many parts of the City have insufficient or poorly maintained sidewalks or are missing them completely. To create a better connected pedestrian network, filling gaps in the existing system and upgrading deficient sidewalks should be a high priority. Enhancing the sidewalk network is critical for the Pedestrian Priority Network – within Activity Centers, Main Streets, and within 660 feet of a transit station. Continuous and connected pedestrian facilities are also important along Transit Corridors, and ideally, throughout the entire network. This ensures that destinations are accessible to all pedestrians, especially those with disabilities. Other measures to increase pedestrian safety include marked crosswalks, roadway lighting, intersection design, and signal enhancements.

Sidewalk widths vary based on the land use context. Sidewalks should have a minimum of clear width of 6 feet to comply with federal accessibility regulations. Within Activity Centers, the minimum sidewalk width is 10 feet.

Pedestrian Realm

The “pedestrian realm” is the area intended for pedestrian travel and should provide a safe and welcoming environment. Along many existing corridors in Albuquerque, emphasis should be given to providing a wider
landscaped buffer or furniture zone adjacent to the curb to provide more separation from traffic for pedestrians. In addition to landscaping, the furniture zone may include utility poles, street lights, signs, and signal poles. This zone may be as narrow as two feet to accommodate signs and small poles. However, on higher volume roads, a minimum of five feet is preferred. A wider buffer from traffic and street trees for shade create a more comfortable pedestrian environment.

Creating a high-quality pedestrian realm should be a priority within Activity Centers, Main Streets, and Transit Corridors. This can be achieved by using street infrastructure, street trees, landscaping, wide sidewalks, and streetscape details to support the creation of distinct, pedestrian-friendly districts and “Complete Streets.”

6.A.6.2.6.3 Bicycle Facilities

Providing safe and well-connected bicycling infrastructure is crucial to encouraging more bicycling. There is a direct correlation between the amount of bicycling infrastructure that is built and the number of people who choose to bike. However, constructing bicycling infrastructure that is safe and accessible to bicyclists of all abilities is often challenging, especially within a constrained right-of-way. In addition, design standards for bicycling infrastructure are rapidly evolving as cities experiment with different configurations to learn what works best.

The following section outlines the different bicycle facility types. For more guidance on determining the appropriate facility type, refer to the County’s Pedestrian & Bicyclist Safety Action Plan, the City’s Bikeways & Trails Facility Plan, and Goal 3, Multi-Modal Systems, and Policy 6.3.5 Bicycle Network.

Bike Lanes

Bike lanes are dedicated travel lanes that carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bike lanes are provided for the exclusive or preferential use of bicyclists on a roadway and are identified through signage, striping, or other pavement markings. These lanes allow bicyclists to ride at comfortable speeds and encourage a position within the roadway where they are more likely to be seen by motorists. Bike lanes should be designed to be at least 5 wide, typically on the right side of the street, between the outside travel lane and curb, parking lane, or road edge. The specific design of each facility needs to be tailored to the street type, traffic speeds and volumes, and the development context.

Buffered Bike Lanes
Buffered bike lanes are bicycle facilities that are separated from adjacent motor vehicle travel. Typical on-street buffered bike lanes are designed similar to standard bike lanes with one-way travel, with the addition of pavement striping between the vehicular and cycle travel lanes. Where there is adequate space in the road, such as when a vehicular lane reduction is planned, striping a buffer along the bike lane makes the facility feel more comfortable for cyclists.

**Protected Bike Lanes**

Protected bike lanes are a type of buffered bike lane that, in addition to a horizontal separation, also have some form of a physical barrier in the buffer area, which may be designed with a variety of materials for physical protection, such as bollards, curbing, or raised planters. These on-street protected bike lanes provide even greater comfort and safety than buffered bike lanes due to the addition of a physical separation in the buffer area. Protected bike lanes are recommended on major arterials with high travel speeds, high traffic volumes, and multiple lanes. Conventional bike lanes without protection on these types of roadways can be stressful for even the most confident riders. Buffered and protected bike lanes should be considered in a variety of areas where a critical link is needed. A more cost effective way to help cyclists reach destinations along multi-lane high speed arterials is by a parallel route.

[Insert image of buffered bike lane]

**Raised Cycle Tracks**

Raised cycle tracks are typically one-way facilities that are vertically separated from the roadway, located at or near sidewalk-level. Cycle tracks may also be designed as two-way facilities to allow bicycle movement in both directions along one side of a roadway.

[Insert graphic of different bicycle facilities]

**Shared Lanes/Bike Route**

Certain roads may be more desirable for shared use due to low traffic speeds and volumes and do not necessitate a separated bike facility. These roadways can be designated as shared lane bike routes with route signage, such as “bicycles may use full lane”, and “sharrow” pavement markings to designate shared use of the travel lanes. Shared lanes are preferable on streets with low traffic volumes (less than 3,000 average daily vehicle trips) and low travel speeds (less than 30 mph). Occasionally shared lanes are necessary to fill a gap in the network or transition between bike facilities. They also provide low-stress routes for individuals who would prefer to watch out for slow-moving cars entering the roadway instead of riding along with traffic on busier streets.

[Insert image of shared lane]
Bike Boulevards

Streets that have low traffic volumes and speeds, particularly in residential areas, may be designated as bicycle boulevards. These streets can be enhanced with certain design elements to encourage bicycle use and discourage excessive through trips by motor vehicles. Measures to reduce speeds and manage traffic volumes, commonly known as traffic calming, include such features as chicanes, median islands, mini traffic circles, and curb bulb-outs. These methods cause drivers to maintain lower travel speeds in response to visually narrower roadways or a need to navigate around curving travel lanes. Bike boulevards in Albuquerque have often been located in commercial or mixed-use corridors (e.g., Mountain Road and Silver Avenue). Bicycle boulevards are also called neighborhood greenways in some communities.

6.A.6.3 Agency/Department Roles and Responsibilities

The success of implementing the plan and achieving the vision as it relates to transportation in the City of Albuquerque and Bernalillo County is dependent on the coordination and commitment of agencies and departments within and outside of local government in the region. To understand the role of each of the responsible departments and agencies, below is a description of how their work is related to mobility implementation in the Albuquerque region.

The complexity of interagency and interdepartmental coordination is that many of the various agencies and departments maintain their own processes related to street design, implementation, planning, and project delivery. In addition, agencies and departments have their own schedule for capital improvements and project delivery.

6.A.6.3.1 City of Albuquerque

6.A.6.3.1.1 Planning Department

The Planning Department maintains the Development Process Manual (DPM), which is the policy document that sets the standards for infrastructure development in the City of Albuquerque including transportation-related standards.

6.A.6.3.1.2 Department of Municipal Development (DMD)

DMD is the department that oversees and conducts capital projects within the City, making sure that these projects are completed efficiently, on-time, and to high standards. In addition, the department provides the operation and maintenance of city streets, storm drains and traffic signals. DMD uses the development manual maintained by
Planning to ensure development standards are achieved. DMD also maintains on-street bicycle facilities, such as bike routes and bike lanes.

6.A.6.3.1.3 Parks & Recreation Department

The Parks and Recreation Department maintains all of the park facilities in the City of Albuquerque. The department is also responsible for the off-street facilities including multi-use trails and bike paths. The department worked in coordination with the Planning Department and DMD to develop the Bikeways & Trails Facility Plan.

6.A.6.3.1.4 Transit Department

The Albuquerque Transit Department (ABQ RIDE) provides public transportation throughout the City and North and South Valley areas of the unincorporated County. The transit department’s purpose is to provide an effective, affordable and diverse transportation alternative to the single-occupant vehicle.

6.A.6.3.2 Bernalillo County

6.A.6.3.2.1 Public Works Division

The Public Works Division of the County’s Technical Services Department enforces infrastructure and street standards in new development and administers the construction of roadways and trails. The Operations and Maintenance Department maintains the roadway and trail network in the unincorporated area. The Infrastructure Planning (IPGR) Department participates in developing the regional transportation improvement program (TIP) and long range transportation plan (MTP) and partners with Planning and Development Services on corridor planning as well as bicycle and pedestrian planning.

The Capital Improvement Program (CIP) – Identifies, programs, and funds transportation improvements including roadways and trails. CIP coordinates with the Public Works Division on local GO bond, state capital outlay, and federal transportation funding.

6.A.6.3.3 Mid-Region Council of Governments (MRCOG)

MRCOG is the region’s Metropolitan Planning Organization (MPO), which coordinates transportation improvements and long-range transportation planning across the region. The City of Albuquerque, Bernalillo County and MRCOG (along with other government entities in the region) have worked closely together in coordinating planning and funding efforts. MRCOG’s role as a regional transportation agency is significant as it relates to mobility in Albuquerque. Much of this is a result of the long-range transportation planning documents that are maintained by the MPO. Every four years, the MPO is federally required to update its long-range (20+ years) transportation plan. This plan is a multi-modal in
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nature. In addition, the MPO maintains the Long Range Transportation System Guide, which guides roadway design and the right-of-way requirements for future roadways. This document is referenced in the City’s DPM and County Infrastructure/Street Standards to guide roadway classification and development. Members also work closely with MRCOG to identify transportation improvements for federal funding through the six-year Transportation Improvement Program (TIP).

The 2040 MTP demonstrates that making land use and transportation decisions collectively, and focusing new growth in activity centers and along key corridors, is an effective way to bring residents and destinations closer together and to get the most out of the existing transportation network.

The 2040 MTP is the regionally approved long-range transportation planning document for the region. As the largest entity in the metropolitan area, Albuquerque plays a critical role in regional transportation decision-making, and is conversely affected by land use and transportation decisions made outside its boundaries. Therefore the need to consider Albuquerque’s place within the larger region is critical.

The plan emphasizes increasing transportation options, maximizing the utility of the existing infrastructure, and the various benefits resulting from linking land use and transportation by bringing residents and destinations closer together. Much of the emphasis of the Preferred Scenario developed as part of the 2040 MTP is encouraging future development in activity centers and along key commercial and transit corridors. In this way the recommendations of the MTP and the Comprehensive Plan are consistent and mutually supportive.

There are a variety of policies passed as part of the MTP and regional tools and opportunities that can be leveraged to implement the plans and action items contained in the Comprehensive Plan.

6.A.6.3.4 Rio Metro Regional Transit District (RMRTD)

Rio Metro is a regional transit provider comprised of 13 member governments, including the City of Albuquerque and Bernalillo County. In addition to the Rail Runner, Rio Metro operates several commuter bus routes and the Community Transportation program (previously Job Access Reverse Commute) within Bernalillo County. Rio Metro also contracts with ABQ Ride to provide bus routes that connect with all Rail Runner stations in Bernalillo County. Outside of Bernalillo County, Rio Metro offers demand response and commuter bus routes in Sandoval and Valencia counties, and provides connections to other transit providers serving locations as far away as Los Alamos, Santa Fe and Taos.
While headquartered at the Mid-Region Council of Governments building, Rio Metro is a distinct agency that is overseen by its own board of directors. In 2015, the board adopted Rio Metro’s Long-Term Strategic Vision, a bold forward-thinking, consensus vision for transit’s future role in the region.

6.A.6.3.5 New Mexico Department of Transportation (NMDOT)

NMDOT is the statewide government agency that owns, operates, and plans for the state highway system, including the Interstate Highways, U.S. Highways, and State Highways. In addition to construction and maintenance of these facilities, NMDOT facilitates long-range planning for statewide mobility initiatives. The Statewide Transportation Improvement Plan (STIP) is the primary program that identifies funding for mobility projects on the state transportation network. NMDOT has also adopted a multi-modal transportation plan, The New Mexico Transportation Plan that provides a strategic framework to guide the agency’s transportation decision-making in the years to come.

[Insert image of The New Mexico 2040 Plan]

6.A.6.4 Related Plans & Resources

[Introduction paragraph – existing policies, plans, and design guidance]

- Bernalillo County and City of Albuquerque Complete Street Policies
- Bernalillo County’s Pedestrian and Bicyclist Safety Action Plan, 2012
- City of Albuquerque, Bikeways & Trails Facility Plan, 2015
- Federal Highway Administration’s Context Sensitive Design and Context Sensitive Solutions
- Institute of Transportation Engineer’s Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, An ITE Recommended Practice
- New Mexico Department of Transportation’s Guide to Context Sensitive Solutions
- New Mexico Department of Transportation’s New Mexico Architectural and Visual Quality Design Guidelines for Context Sensitive Design and Context Sensitive Solutions, 2006
6B Goals, Policies & Actions

Goal 6.1 Land Use-Transportation Integration

Plan, develop, operate, and maintain a transportation system to support the planned character of existing and future land uses.

Policy 6.1.1 Matching Land Use: When designing and improving streets, prioritize accommodations and amenities to match the land use character (e.g., suburban, urban, or rural) and density/intensity of land uses (e.g. Downtown Activity Center, Urban Center, Neighborhood Center, or Village Center). ¹ [ABC]

   a) Reinforce the hierarchy of streets, through the use of landscaping and design elements that are scaled appropriately to the street’s width and function.² [ABC]

   b) In Urban areas, curb cuts are infrequent or prohibited, travel speed is lower, auto congestion is acceptable, and pedestrian accommodations and safety are the highest priority along corridors and at intersections, and transit service is frequent and geared toward circulation.³ [ABC]

   c) In Suburban areas, curb cuts are more frequent, travel speed is higher, auto through-put is a priority, pedestrian safety is emphasized at intersections, and transit service is less frequent and more geared toward long-distance commuting. [ABC]

   d) In Rural and Semi-rural areas, a variety of travel conditions are expected, depending on the roadway classification. Curb cuts may be frequent, travel speed is moderate, access to destinations is balanced with auto through-put, pedestrian safety is emphasized at intersections, and transit service is less frequent and more geared toward long-distance commuting.⁴ [BC]

   e) Minimize negative impacts on abutting single-family residential areas.⁵ [ABC]

   f) See Land Use chapter.

   g) See Urban Design chapter.

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¹ Coors Corridor Plan [253]
² North I-25 SDP [599]
³ Nob Hill Highland SDP [497]
⁴ North Valley Area Plan [652]
⁵ North Valley Area Plan [659]
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**Action 6.1.1** Provide a matrix describing priority elements along Comp Plan Corridors and Activity Centers using the MRCOG Metropolitan Transportation Plan’s Long Range Transportation System Guide land use and center contexts. [A]

**Action 6.1.2** Provide a map identifying Suburban, Urban, and Rural contexts in Unincorporated Bernalillo County and Albuquerque. [A]

**Action 6.1.3** Update street design standards in the City and County to better integrate with desired land use context. [ABC]

**Action 6.1.4** Maintain an all-weather roadway system, with improvements prioritized to achieve year-round access to existing and planned development in rural areas. [BC]

**Policy 6.1.2** Corridor Designation: Design the auto network with streets that emphasize travel between destinations and streets that provide access to adjacent development, i.e. functional classification of roadways. [ABC]

- a) Regional principal arterials should prioritize connecting destinations, with higher speeds, few stops, and few curb cuts. [ABC]

- b) Local streets and collectors should prioritize providing access to adjacent development, with lower speeds and more curb cuts. [ABC]

- c) In already developed areas, efficiency of existing arterial streets shall be increased in preference to addition of new freeways and/or new roadway lanes. [ABC]

- d) Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation. [ABC]

- e) See Goal 6.3, Multi-Modal System, below.

- f) See Urban Design Chapter.

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6 ABC Comp Plan [135]  
7 ABC Comp Plan [123], Volcano Cliffs SDP [907]  
8 ABC Comp Plan [134]  
9 Huning Castle Raynolds SDP [364]  
10 ABC Comp Plan [133]  
11 ABC Comp Plan [33]
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**Action 6.1.2.1** Develop a map or matrix that identifies the functional classification of streets for the Corridors in relationship to the land use contexts identified in the Comp Plan and provide guidance to resolve any conflicts. [A]

**Action 6.1.2.2** Ensure street standards for arterials that reduce the frequency of driveways along principal and minor arterial streets when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials.  

**Action 6.1.2.3** Consider the potential for pedestrian and bicycle amenities/improvements, transit potential, and landscaping when designing and retrofitting arterials.  

**Action 6.1.2.4** Ensure street standards for residential streets to reduce speed, volume and through traffic to improve safety and residential quality.  

**Action 6.1.2.5** Work closely with MRCOG and the Petroglyph National Monument to resolve alignment issues, acquire right-of-way, and design Irving, Golf Course, Paradise Boulevard, Universe, Rainbow, and Paseo del Norte.  

**Action 6.1.2.6** Coordinate with the All Indian Pueblo Council and neighborhood representatives for streetscape improvements, land uses, and transportation in the vicinity of the old Albuquerque Indian School site.  

**Action 6.1.2.7** Coordinate with MRCOG to assess needs for and alignments of additional major streets for undeveloped portions of Southwest Albuquerque. Consideration shall be given in the sub-regional transportation plan to street study corridors and the network of neighborhood and community centers identified in the Southwest Albuquerque Strategic Action Plan. 

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12 ABC Comp Plan [126]  
13 Southwest Area Plan [784]  
14 Barelas SDP [198], Nob Hill Highland SDP [488] [498]  
15 Westside Strategic Plan [1123]  
16 North Valley Area Plan [631]  
17 Westside Strategic Plan [1223]
Policy 6.1.3  Main Street Corridors: Street design and improvements should prioritize pedestrian safety, accommodation, and amenities – with slow traffic speeds, on-street parking, minimal (if any) curb cuts, and primary auto access to parking lots from intersecting, auto-oriented streets. [ABC]

a) See Land Use chapter.

b) See Urban Design Chapter.

Policy 6.1.4  Multi-Modal Corridors: Street design and improvements should balance the competing needs of pedestrians, autos, and transit – with slow traffic speeds, minimal curb cuts, and primary auto access to parking lots from intersecting, auto-oriented streets. [ABC]

a) Multi-Modal Corridors should include elements to improve safety and mobility for pedestrians, bicyclists, and people with physical disabilities. 18 [ABC]

b) See Bikeways & Trails Facility Plan for policies and guidance on equestrian facilities. [A]

c) See Land Use Chapter.

d) See Urban Design Chapter.

Policy 6.1.5  Transit Corridors: Street design and improvements should prioritize transit users – with pedestrian amenities such as bulb-outs, pedestrian-activated signals, refuge medians, etc. provided at intersections and near transit stops. [ABC]

a) See Land Use Chapter.

b) See also Urban Design Chapter.

Policy 6.1.6  Commuter Corridors: Street design and improvements should prioritize automobile travel – with higher traffic speeds, access control for autos and pedestrians, and safety improvements for pedestrians at signaled intersections. [ABC]

a) See Land Use Chapter.

b) See Urban Design Chapter.

Goal 6.2  Context

Provide transportation investments that are responsive to context and natural setting.

18 Rio Grande Blvd. Corridor Plan [711]
Policy 6.2.1  Site, design, and construct roads to minimize their impact to natural, historic, archaeological or other cultural resources, including view corridors.19 [ABC]

a) Roads should fit the topography of the area traversed as well as the scale of travel needs.20 [ABC]

b) Limit vehicular crossings of arroyos.21 [A]

c) Encourage “Scenic Corridors,” or single-loaded streets, as the preferred edge to Major Public Open Space and the Petroglyph National Monument.22 [A]

d) See Heritage Conservation Chapter.

Action 6.2.1.1 Designate specific transportation facilities as "scenic facilities" and implement signage restrictions and other design characteristics through overlay zoning techniques.23 [ABC]

Policy 6.2.2  Incorporate streetscape elements that are compatible with and enhance adjacent development. [ABC]

a) Improve vehicular circulation and public transportation in a way that promotes the residential quality, safety, livability, and pedestrian orientation of neighborhoods.24 [A]

a) Incorporate landscaping that is appropriate for our high-desert climate (i.e. low-water use plants, etc.) or matches the established character of historic or riparian areas (e.g. Cottonwoods in rural areas, higher-water use trees in areas with established, mature landscaping, etc.).25 [ABC] (See Neighborhoods Chapter)

b) Plan and prioritize improvements to transportation facilities that enhance the viability of the residential and commercial areas of neighborhoods.26 [A]

c) See also Goal 6.1 for more guidance about coordinating transportation elements with intended land use character.

19 ABC Comp Plan [136], NW Mesa Escarpment Plan [687], Volcano Heights SDP [991]
20 ABC Comp Plan [135]
21 Volcano Cliff SDP [923]
22 Volcano Cliff SDP [927]
23 West Side Strategic Plan [1218]
24 Barelas SDP, ABC Comp Plan [33], Barelas SDP [197]
25 Southwest Area Plan [784]
26 Huning Highland SDP [385]
Chapter 6 - Transportation

**Action 6.2.2.1** Develop traffic calming designs for neighborhood streets that provide for multiple modes of travel while maintaining or enhancing neighborhood character.  

**Action 6.2.2.2** Coordinate with New Mexico Department of Transportation to encourage the incorporation of attractive and appropriate bridge structures, landscaping, and public art for interstate highways and State-controlled corridors.

**Action 6.2.2.3** For new development or redevelopment that includes multiple blocks along a corridor, establish a coordinated palette of street trees to be required.

**Action 6.2.2.4** Analyze the street classification system within City Community Planning Areas to ensure street design that matches the intended character of adjacent development.

**Policy 6.2.3** Provide direct pedestrian and bicycle access from corridors to nearby residential development to provide circulation and enhance multimodal networks.

- **a)** Preserve and maintain pedestrian/biking/equestrian opportunities and walkability in the neighborhood streets and acequias.

- **b)** Encourage the provision of pedestrian and bicycle links between and among Activity Centers, commercial properties, community facilities, and nearby residential neighborhoods.

- **c)** Limit heavy industrial and commercial traffic through residential areas to enhance residential stability, respect the history and integrity of the area, and promote neighborhood-scale economic development.

- **d)** Support the transformation of Central Avenue into a vibrant place that functions as a community destination — a seam rather than a barrier — by providing appropriate street

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27 Los Duranes SDP [459]  
28 ABC Comp Plan [127]  
29 Volcano Heights SDP [992]  
30 Westside Strategic Plan [1226]  
31 Los Duranes SDP [457]  
32 North I-25 SDP[601], West Side Strategic Plan [1050] [1075]  
33 North Valley Area Plan [662], Southwest Area Plan [785]
classification, corridor designation and design standards.34

Goal 6.3 Multi-Modal System

Encourage the use of more vulnerable transportation modes, especially at peak-period, in such a way as to allow all modes to be mutually supportive and to function together as one transportation system.

Policy 6.3.1 Design and build a complete, well-connected network of streets and trails that offer multiple efficient and safe transportation choices for commuting and daily needs: driving, cycling, walking, and public transit.35 [ABC]

a) Invest in mobility for people and goods and access needs by providing more choice among and between modes at local and regional scales that are efficient, safe, and comfortable for all users with emphasis on modes other than the single-occupant vehicle.36 [ABC]

Action 6.3.1.1 Provide safe and efficient transfer capacity between all modes of transportation.37 [ABC]

b) Maintain and improve street and path connectivity to provide route options for vulnerable users and decrease distance to services. Reinforce grid or similar highly-connected street pattern with short links; eliminate dead ends, unless physically infeasible, to improve access to transit and other destinations; and reduce congestion by dispersing automobile traffic.38 [ABC]

c) Design roadways that minimize conflicts between pedestrian and bicycle circulation and vehicular traffic, incorporate traffic calming and safety measures for pedestrians and bicyclists (like on-street and reverse-angle parking), and use the latest best practices for multi-modal design.39 [ABC]

34 East Gateway SDP [348]
35 ABC Comp Plan [122][123], Barelas SDP [201][204], East Gateway SDP [347], Los Candelarias SDP/MRP [435], Nob Hill Highland SDP [489], North I-25 SDP [602], Southwest Area Plan [784], Volcano Cliffs SDP [905], Volcano Heights SDP [992]
36 ABC Comp Plan [138][139], Sawmill/Wells Park SDP [747], Uptown SDP [869]
37 ABC Comp Plan [138]
38 Volcano Heights SDP [984][994]
39 ABC Comp Plan [129], Volcano Heights SDP [991][992]
d) Improve vehicular circulation and public transportation in a way that promotes the residential quality, safety, livability, and pedestrian orientation of neighborhoods.\(^ {40}\) [A]

**Action 6.3.1.2** Identify a modal hierarchy of priority streets for each transportation mode, consistent with the Mid-Region Council of Governments Metropolitan Transportation Plan. [A]

**Action 6.3.1.3** Revise subdivision standards to encourage and reinforce the complete transportation network and street grid for all travel modes. [A]

**Policy 6.3.2** Reduce automobile travel through increased mixed-use development, infill development within Activity Centers, and rideshare and traffic management programs.\(^ {41}\) [ABC]

a) Promote and establish land uses and urban patterns whose design support bicycle and pedestrian travel, and public transportation, encourage ridership, enhance public mobility and promote alternatives to single occupant vehicle use.\(^ {42}\) [ABC]

a) Promote concentrations of employment in Centers, and a full complement of appropriately-scaled facilities adjacent to neighborhoods, that balance jobs with housing and population to minimize trips and reduce the need for long-distance travel, particularly on the West Side.\(^ {43}\) [ABC]

b) Expand and strengthen concentrations of moderate- and high-density mixed land use in appropriate locations in activity centers and along corridors that support bicycle, pedestrian, and transit travel and reduce urban sprawl and service costs.\(^ {44}\) [ABC]

c) Support travel demand management strategies that decrease peak hour demands on the circulation system through land use changes, ride-sharing, flexible schedules, and investment in modes other than the single-occupant vehicle.\(^ {45}\) [A]

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\(^ {40}\) ABC Comp Plan [33], Barelas SDP [197]
\(^ {41}\) North Valley Area Plan [661]
\(^ {42}\) West Side Strategic Plan [1165]
\(^ {43}\) ABC Comp Plan [153], High Desert SDP [356]
\(^ {44}\) ABC Comp Plan [42]
\(^ {45}\) ABC Comp Plan [137]
**Action 6.3.2.1** Form a Transportation Management Association or organization for each Center to meet regularly and discuss issues related to the transportation network, new developments within the area and to promote travel demand management techniques to promote use of alternative transportation within the area. 46 [ABC]

**Policy 6.3.3** Pedestrian Network: Prioritize pedestrian travel, safety, and amenities above all other modes on Main Street Corridors and streets within Activity Centers; encouraging small-scale uses, pedestrian-oriented site layout and design, and safe crossings at intersections and transit connections. See Policy 6.3.1 above. See also Land Use Chapter and Urban Design Chapter. 47 [ABC]

a) Ensure that pedestrian level of service and Complete Streets approaches are prioritized, over through auto traffic speeds, at major transit stops, activity centers, and crossing of limited-access and other busy arterials. [ABC]

b) Provide pedestrian connections from residential areas to schools and shopping and amenities. 48 [ABC]

**Action 6.3.3.1** Coordinate with other agencies’ safe routes to school programs. [ABC]

**Action 6.3.3.2** Modify Downtown streets and sidewalks to serve the needs of pedestrians, transit, bicyclists, and cars, with the focus on serving pedestrians first. 49 [A]

**Action 6.3.3.3** Develop sidewalk and street design standards that utilize pedestrian level of service and incorporate complete streets principles. [ABC]

**Action 6.3.3.4** Implement pedestrians crossing infrastructure at certain distance intervals along limited-access and other busy arterials. [ABC]

c) Provide design treatments for pedestrians that improve pedestrian safety and comfort by reducing speeds and providing more room for sidewalks, buffers, and waiting areas at and crossing busy intersections. 50 [A]
Action 6.3.3.5 In order to retrofit existing roadways to be pedestrian-oriented corridors, consider restriping narrower driving lanes to provide additional space for sidewalks or walkways, bikeways, and bus stops. Undertake a transportation analysis to determine the impact of reduced lane width on roadway capacity and on the transportation network.51 [ABC]

Action 6.3.3.6 Develop sidewalk and street design standards that improve pedestrian comfort and safety while maintaining neighborhood character.52 [ABC] [See Transportation Goals 1, 3, and 5][xref needed]

Action 6.3.3.7 Encourage district-branded street furniture, bike racks, and pedestrian amenities such as benches and trash receptacles, maintained by private owner and/or through a private mechanism such as a Business Improvement District (BID).53 [A]

d) Provide alternative routes for pedestrians where they cannot be accommodated safely on the roadway, including the use of alleys where feasible, and by encouraging vehicle parking in the back of businesses.54 [ABC]

Action 6.3.3.8 Update standards to require walkways connecting private open space and civic spaces in Activity Centers.55 [ABC]

Action 6.3.3.9 Update standards to use alleyways for access to rear yards and as alternative walking paths. [A]

Action 6.3.3.10 Update standards to reflect pedestrian-oriented building orientation in Activity Centers and at major transit stops.56 [A]

Action 6.3.3.11 Update standards to include pathways through cul-de-sac heads. [ABC]

51 North Valley Area Plan [660]
52 Los Duranes SDP [462]
53 Volcano Heights SDP [992]
54 ABC Comp Plan [131], Barelas SDP [188], Downtown Neighborhood Area SDP [326] [344]
55 Uptown SDP [859]
56 ABC Comp Plan [129], University Neighborhoods SDP [838]
Policy 6.3.4  Transit Network: Prioritize transit travel, pedestrian safety near transit stops and intersections, and transit-supportive uses and building design along Transit Corridors, corridors with high frequency service and/or high ridership.57 [ABC]

a) Design and invest in an efficient and reliable public transit system that serves existing development and provides premium service in Centers and along Transit Corridors, with the highest level of service Downtown and in Urban Centers.58 [A]

b) Prioritize pedestrian amenities and a higher level of connectivity within 660 feet of transit stations. [A]

Action 6.3.4.1 Consider requirements for a transit feasibility and access analysis to be provided as part of a Traffic Impact Study, where required, in Downtown, an Urban or Neighborhood Centers, and developments adjacent to designated Transit Corridors. Elements to consider include:

i. State proposed densities, and demonstrate how the proposed development meets "transit-friendly" design guidelines found in the design guidelines herein.

ii. Include information on access through larger commercial and residential developments for shuttle for full-size buses, with planned linkages between on-site uses; and access to existing and planned transit facilities such as park-and-ride lots, bike-and-ride programs, bus routes, pedestrian trails and pedestrian linkages.

iii. Include the proposed development's role in area Transportation Management Associations, and/or other incentive programs to promote alternative transportation, such as employee commute passes, carpool/vanpool programs, etc.59 [ABC]

c) Design roadways to best accommodate transit vehicles and pedestrians, with bicycle accommodation focused on direct connections to the station, rather than along the roadway.60 [A]

57 West Side Strategic Plan [1206]
58 Downtown Neighborhood Area SDP [342], Uptown SDP [882], North I-25 SDP [598], Volcano Cliffs SDP [906], Volcano Heights SDP [988], West Side Strategic Plan [1207]
59 West Side Strategic Plan [1206] [1047]
60 Volcano Heights SDP [992] [984]
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d) Make transit access easy, comfortable, convenient, and more viable by providing direct routes, acceptable system-wide travel speeds, and utilizing new technology.  

Action 6.3.4.2 Ensure connections to transit stations and prioritize investment into these connections. [ABC]

Action 6.3.4.3 Prioritize Transportation investments that connect Centers. [ABC]

Action 6.3.4.4 Leverage available funds to meet regional mode share goals to enhance service between major centers. [ABC]

Action 6.3.4.5 Encourage Travel Demand Management Programs that establish rewards such as dedicated parking and other incentives for the use of alternative fuel vehicles and for people who participate in rideshare programs.  

Action 6.3.4.6 Promote-high occupancy vehicle (HOV) lanes dedicated solely to buses and those who carpool or use rideshare programs to reduce travel times.  

Action 6.3.4.7 Promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in Transit Corridors.  

Action 6.3.4.8 Coordinate transit planning and implementation among agencies and area jurisdictions, including identification of high-capacity corridors for high occupancy vehicles.  

Action 6.3.4.9 Support the creation of a region-wide, long-range transit plan, which is a key strategy in Rio Metro’s Long-Term Strategic Vision. [ABC]

e) Locate transit stations to maximize a one-quarter mile walk and sustain a high transit ridership by encouraging high-density residential development, mixed-income residential, and a mix of employment and services.  

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61 Nob Hill Highland SDP [499] [500]
62 Uptown SDP [883]
63 Volcano Heights SDP [987]
64 ABC Comp Plan [124]
65 ABC Comp Plan [128]
66 Volcano Heights SDP [984] [988], West Side Strategic Plan [1206]


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**Action 6.3.4.10** Structure capital expenditures and land use regulations in support of creating additional housing and jobs within Transit Corridors [67] [A] (See Goals 8, 9)

**Action 6.3.4.11** ABQ Ride should coordinate with MRCOG and property owners to identify a short-term Park & Ride facility and Long-term Transit Center on the Transit Corridor within the Volcano Heights Major Activity Center. [68] [A]

**Action 6.3.4.12** Continue to study transit potential on the West Side as a region, and not just in one area or subarea. [69] [ABC]

a) Support rezoning properties within ¼ mile of transit corridors to allow high-density, urban development. [A]

b) Require all new development, especially in designated Centers and Corridors, to address transit connections, linkages, and opportunities within the proposed development. [70] [ABC]

c) Provide comfortable, barrier-free, direct pedestrian and bicycle routes to Transit Centers, transit stations, and transit stops. Ensure design that provides safe crossings of wide arterials for pedestrians with enhanced space and medians/refuges. [71] [A]

**Action 6.3.4.13** Improve pedestrian access to transit facilities. [72] [A]

**Action 6.3.4.14** See Pedestrian Network Policy 6.3.3, above.

d) Provide Transit Centers and transit stations that are prominent focal points. These stations should be well-lit, provide essential resources such as system maps and bicycle storage, and provide adequate shade with architecture that is complimentary to the adjacent buildings. [73] [A]

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[67] ABC Comp Plan [124] [125]

[68] Volcano Heights SDP [990], West Side Strategic Plan [1090]

[69] Westside Strategic Plan [1199]

[70] Westside Strategic Plan [1202]

[71] Volcano Heights SDP [988] West Side Strategic Plan [1090]

[72] North I-25 SDP [595]

[73] Volcano Heights SDP [988]
Action 6.3.4.15 Examine land use impacts of potential transit station Park and Ride locations on residential areas.  

Action 6.3.4.16 Explore possible future locations and agreements for small Park and Ride facilities at existing commercial centers and where bus service terminates.  

Action 6.3.4.17 Create user-friendly bus stops, with shelter, landscaping, and more amenities provided at transit stations and local stops with higher ridership.  

Action 6.3.4.18 Create transit design standards for Bus Rapid Transit that provide, among other elements, a minimum of 36 feet in the rights-of-way for dedicated lanes and station platforms.  

e) See Policy 6.3.1, above.  
f) See Land Use Chapter.  
g) See Urban Design Chapter.  

Policy 6.3.5 Bicycle Network: Promote a metropolitan area-wide recreational and commuter bicycle and trail network that emphasizes connections among Centers and safe crossings at intersections, as identified in the County’s Parks, Recreation & Open Space Master Plan and the City’s Rank 2 Bikeways & Trails Facility Plan. See Policy 6.3.1 above. See also Land Use Chapter and Urban Design Chapter.  

a) Create a comprehensive, safe, and convenient network of bike routes, lanes, and trails, by incorporating bicycle needs into all future transportation plans and facilities, making bicycling a more viable form of transportation for both commuting and recreation.  

Action 6.3.5.1 Add appropriate on-street bicycling facilities when existing arterials and collectors are reconstructed, resurfaced, or the median is rebuilt and sufficient right-of-way exists for the inclusion of on-street bicycling facilities.  

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74 North Valley Area Plan [663]  
75 North Valley Area Plan [660]  
76 Los Candelarias Village Center & Metropolitan Redevelopment Plan[405] [439]  
77 Volcano Heights SDP [987]  
78 ABC Comp Plan [130], North Valley Area Plan [661], Volcano Heights SDP [992]  
79 Barelas SDP [205], Nob Hill Highland SDP [492] [494], West Side Strategic Plan [1214]  
80 West Side Strategic Plan [1214] [1216]
Chapter 6 - Transportation

**Action 6.3.5.2** Prioritize trail and bikeway improvements in the County’s *Pedestrian and Bicycle Safety Action Plan* and the City’s Rank 2 *Bikeways and Trails Facility Plan* and pursue necessary analysis and funding to acquire rights-of-way and implement them over time.  

**Action 6.3.5.3** Require bike facilities and trails as part of private developments to implement Rank 2 Bikeways Facilities Plans.  

b) Design and develop bicycle facilities to meet safety considerations as provided in the Institute for Transportation Engineers (ITE) or American Association of State Highway Transportation Officials (AASHTO) standard. Design all arterials to have bike lanes at a minimum and trail facilities where necessary to serve the functions identified in the *Bikeways and Trails Facility Plan*. Where there are no parallel residential street routes on collectors, provide at minimum wide curb lanes.  

**Action 6.3.5.4** Update design standards to ensure a minimum 5-foot bike lane, buffered or protected bike lanes where possible, and that other street elements, such as on-street parking, are considered in the street section.  

c) Provide safe and convenient connections for bicyclists first and foremost among Activity Centers, existing parks and trails, and recreational resources.  

**Action 6.3.5.5** Provide alternative, clearly marked, safe east/west bike routes and lanes parallel to Central Avenue.  

**Action 6.3.5.6** Establish safe, fast, north/south bike routes and lanes that serve commuter and recreational riders.

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81 Los Duranes SDP [462], Volcano Heights SDP [996], West Side Strategic Plan [1212] [1216]  
82 ABC Comp Plan [29], Coors Corridor Plan [269], Huning Highland SDP [385], West Side Strategic Plan [1213]  
83 Volcano Heights SDP [991], West Side Strategic Plan [1214]  
84 Volcano Heights SDP [996]  
85 ABC Comp Plan [129], North I-25 SDP [606], West Side Strategic Plan [1213] [1214]  
86 Nob Hill Highland SDP [494]  
87 Nob Hill Highland SDP [495]
Policy 6.3.6  Auto Network: Prioritize automobile travel and pedestrian safety near intersections on Commuter Corridors, encouraging auto-oriented uses and regional-scale site layout. See Policy 6.3.1 above. See also Land Use Chapter and Urban Design Chapter. [ABC]

a) Provide a continuous, safe, and convenient vehicular circulation system to achieve and maintain smooth traffic flow at steady, moderate speeds. [ABC]

Action 6.3.6.1 Consider high occupancy vehicle lanes in the design and redesign of all arterial roadways. [ABC]

Action 6.3.6.2 Implement recommendations from the Congestion Management Study developed by MRCOG as mandated by federal law, including travel demand reduction techniques and system supply issues. [ABC]

b) Accommodate the flow of automobile traffic while balancing and integrating it with neighborhoods and pedestrian-oriented, multi-modal, mixed-use, environments, particularly when Commuter Corridors travel through Activity Centers. [ABC]

c) When Commuter Corridors travel through Centers, the Pedestrian Network should be prioritized. [ABC]

d) Plan vehicle circulation as an integrated system throughout development sites, with clearly defined entry points. [ABC]

Policy 6.3.7  Freight Network: Prioritize trucks and rail accommodation and connections, as identified in the Metropolitan Transportation Plan, providing safe pedestrian accommodations at intersections, limiting conflicts between rail travel, roadways, and land use. See Policy 6.3.1 above. See also Land Use Chapter and Urban Design Chapter. [ABC]

e) See Goal X, Economic Development Chapter.

Action 6.3.7.1 Seek agreements to limit future rail spur locations to commercially zoned land. [ABC]

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88 ABC Comp Plan [57], North I-25 SDP [587], Downtown Neighborhood Area SDP [338], Nob Hill Highland SDP [496]
89 West Side Strategic Plan [1205]
90 Westside Strategic Plan [1203]
91 Downtown Neighborhood Area SDP [338], Nob Hill Highland SDP [496]
92 North I-25 SDP [587]
93 North Valley Area Plan [663]
94 North Valley Area Plan [663]
Chapter 6 - Transportation

**Action 6.3.7.2** Consider grade separation roadways and the railroad tracks where there are document safety issues.  

**Policy 6.3.8** Aviation: Provide adequate accommodations for domestic travel, shipping, and military purposes. [ABC]

**Action 6.3.8.1** Study and plan the future of Double Eagle Airport II, including roadway alignments, interface with the Petroglyph National Monument, economic development impacts, environmental impacts, and selection for other reliever airport sites on a regional basis.  

**Action 6.3.8.2** Study and plan the future of the Albuquerque Sunport and the Double Eagle II airport, including roadway alignments, interface with the Kirtland Air Force Base, economic development impacts, environmental impacts, and selection for other reliever airport sites on a regional basis.

f)  See Policy 6.3.1, above.

f)  See Land Use Chapter.

f)  See Urban Design Chapter.

**Goal 6.4  Safety**

Plan, develop, operate and maintain a transportation system that provides safe access and mobility for all roadway users.

**Policy 6.4.1** Encourage reduced automobile use by improving the safety of non-motorized travel.  

a)  Incorporate on-street and reverse angle parking to provide traffic calming and enhanced pedestrian and cyclist safety in areas with retail.

**Policy 6.4.2** Improve safety for cyclists through street design.

a)  Design and develop bicycle facilities, including on-street bicycle lanes and multi-use trails, to meet safety considerations as provided in the Institute for Transportation Engineers (ITE), American Association of State Highway

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95 North Valley Area Plan [663]
96 Westside Strategic Plan [1143] [1183] [1217]
97 West Side Strategic Plan [1143]
98 North Valley Area Plan [660]
99 Volcano Heights SDP [992]
Policy 6.4.3  Improve safety for pedestrians through street design.

a) Implement design standards and initiate sidewalk retrofit projects to achieve wider sidewalks, as appropriate by context area.101 [A]

b) Develop larger landscaped medians on streets with excess right-of-way to provide pedestrian crossing refuges.102 [A]

c) Enhance the visibility and design of existing unsignalized crosswalks, i.e., mid-block crossings, in high-pedestrian crossing areas.103 [A]

d) Improve the ease and safety of pedestrian crossings at principal arterials and collector streets.104 [A]

Action 6.4.3.1 Support FHWA and MRCOG pedestrian road safety assessments and prioritize improvements to intersections with unacceptably high pedestrian crashes.

e) Allow more mid-block signalized crossings of major Streets and provide, wherever possible, areas of “safe haven” for pedestrians to use while crossing streets.105 [A]

f) Provide buffers between pedestrians and traffic (parked cars, planted areas).106 [A]

g) Maintain a safe, convenient and visually pleasing pedestrian environment, ensuring adequate facilities for children, senior citizens and the disabled.107 [A]

Action 6.4.3.2 Design incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires for minimal visual intrusion and mobility impediment to pedestrians.108 [ABC]

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100 Volcano Heights SDP [991]
101 Los Candelarias Village Center and MR Plan [433]
102 Los Candelarias Village Center and MR Plan [438], Nob Hill Highland SDP [547]
103 Los Candelarias Village Center and MR Plan [434]
104 Nob Hill Highland SDP [487]
105 Uptown SDP [863]
106 Los Candelarias [437]
107 South Martineztown SDP [760]
108 ABC Comp Plan [98]
Policy 6.4.4 For each mode, minimize potential transportation/emergency response hazards such as grade crossings, obsolete street geometry, and inadequate street lighting.\footnote{ABC Comp Plan [132]} [ABC]

Action 6.4.4.1 Improve roadway safety by reviewing and updating roadway signing and striping.\footnote{Los Duranes [456]} [ABC]

Goal 6.5 Public Health

Promote positive community health benefits of pedestrian and bicycle mobility and individual health benefits of healthy, active lifestyles.

Policy 6.5.1 Promote walkable neighborhoods and districts as the essential building blocks of a more sustainable city and region.\footnote{Coors Corridor Plan [236], Volcano Heights SDP [950]} [ABC]

a) See Neighbourhoods Chapter.

b) See Land Use Chapter.

Policy 6.5.2 Reduce the adverse effects of automobile travel on air quality through a balanced land use/transportation system that promotes the efficient placement of housing, employment, and services.\footnote{ABC Comp Plan [56] [57] [58] [60] [62]} [ABC]

a) Protect air quality by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.\footnote{ABC Comp Plan [58]} [ABC]

Action 6.5.2.1 Provide leadership on regional air quality issues by meeting with other local agencies and working toward cooperative solutions, including expansion of vehicle emission restrictions beyond Bernalillo County’s borders, such as a joint powers agreement with the City of Rio Rancho on air quality issues.\footnote{West Side Strategic Plan [1208]} [ABC]

Policy 6.5.3 Mitigate noise pollution using measures that represent a reasonable balance between public expenditure and social, economic, and environmental values of the community.\footnote{Coors Corridor Plan [228]} [ABC]
Goal 6.6 Equity

Provide transportation investments that are responsive to the distinct needs of each geographic area.

Policy 6.6.1 Coordinate with neighborhoods and communities to identify priority transportation needs and improvements.
   a) See also priorities identified in planning efforts for individual neighborhoods, alphabetized by neighborhood below.
   b) See Neighborhoods Chapter.

Action 6.6.1.1 Assess transportation infrastructure and service within Community Planning Areas and engage communities to identify priorities. [ABC]

Action 6.6.1.2 Track transportation investments in Community Planning Areas to ensure equitable public investment.

Policy 6.6.2 Prioritize transportation investments in areas underserved by private development and in Metropolitan Redevelopment Areas.

Goal 6.7 Economy

Invest in a transportation system that allows for vibrant job creation and business development and improves the flow of commerce.

Policy 6.7.1 Align transportation investments to improve connections to identified economic generators and to spur redevelopment and private investment along older commercial corridors.
   a) See Economic Development Chapter.
   b) See Implementation Chapter.

Policy 6.7.2 Emphasize overall mobility needs and choice among modes to help reduce transportation costs. 116 [ABC]

Policy 6.7.3 Support and zone for commercial developments that are or will be accessible by transit.

Action 6.7.3.1 Develop zoning standards that improve connectivity and access between transit stops and stations and nearby commercial development. 117 [ABC]

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116 ABC Comp Plan [139]
117 West Side Strategic Plan [1189]
Policy 6.7.4  The City shall improve bicycle access and parking options in commercial areas.\footnote{Nob Hill Highland SDP [493]} \[A\]

Policy 6.7.5  Ensure adequate freight access to serve retail and commercial uses, particularly on the West Side.\footnote{Volcano Heights SDP [949] [990]} \[A\]

**Goal 6.8  System Effectiveness/Coordination**

Implement and maintain an effective and efficient transportation system in a coordinated and cost-effective manner.

Policy 6.8.1  Prioritize transportation investments that address mobility needs and choice among modes in the regional and intra-city movement of people and goals.\footnote{ABC Comp Plan [139]} \[ABC\]

Action 6.8.1.1  Prioritize capital spending to implement the Comprehensive Plan.\footnote{ABC Comp Plan [109]} \[ABC\]

Action 6.8.1.2  Evaluate and pursue new revenue sources to fund the operations of an expanded transit network.

Action 6.8.1.3  Coordinate with MRCOG, MRMPO, and Rio Metro to study ways to share inter-jurisdictional costs for transportation impacts in the region that are more equitable to all users of the system than the current methods.\footnote{West Side Strategic Plan [1222]} \[ABC\]

Policy 6.8.2  Coordinate across transportation agencies to plan a transportation system for the region.

Action 6.8.2.1  Coordinate with MRCOG and local jurisdictions on the Metropolitan Transportation Plan’s Long Range Transportation System Guide, which includes functional classification and appropriate access management strategies.\footnote{Downtown Neighborhood Area SDP [327], North Valley Area Plan [631], Volcano Heights SDP [990]} \[ABC\]
Action 6.8.2.2 Coordinate with MRCOG to forecast travel demand and analyze transportation system capacity for Community Planning Areas to guide future transportation options and investments.124 [ABC]

Action 6.8.2.3 Coordinate with Rio Metro and MRCOG, to investigate joint powers agreements or other formats to allow expanded bus service beyond municipal limits. The expanded service should be cost prorated accordingly.125 [ABC]

Action 6.8.2.4 Develop transportation corridor plans, coordinated with appropriate jurisdictions, for Unser Boulevard from Arenal Road to Paseo Del Volcan or Interstate 25; Paseo Del Volcan from Central Avenue to Dennis Chavez (Rio Bravo Blvd.); 118th Street from Central Avenue to Pajarito Road; and 98th Street from Snow Vista Channel to Dennis Chavez Boulevard (Rio Bravo Boulevard). Land use impacts and an on-going public participation process shall be elements in these plans.126 [ABC]

Policy 6.8.3 Integrate all transportation modes as development occurs, which will require coordination among property owners, City DMD, ABQ Ride, MRCOG, and Rio Metro.127 [A]

Policy 6.8.4 Support development patterns that provide the most cost-effective means of providing infrastructure and maintaining it over time, including the return on investment from property values along roadways.128 [ABC]

a) Development in non-programmed areas where sewer, water and roads do not exist, shall not be approved unless it can demonstrate that it poses “no net” expense to the local government with respect to existing public works, education and transportation infrastructure, as well as basic health, safety and general welfare services.129 [ABC]

124 North Valley Area Plan [619], Westside Strategic Plan [1200]
125 Westside Strategic Plan [1201]
126 Southwest Area Plan [787]
127 Volcano Heights SDP [990]
128 West Side Strategic Plan [1198]
129 Southwest Area Plan [788]
Action 6.8.4.1 Use regional transportation and land use models to assess differences in transportation system costs based on compact, Centers & Corridors development versus low-density sprawl for both private and public infrastructure costs.\[130\] [ABC]

Policy 6.8.5 Improve the energy efficiency of the transportation system over time, promoting a variety of transportation modes such as transit, paratransit, and railway systems; bicycle facilities and multi-use trails; and infrastructure for fuel efficient automobiles.\[131\] [ABC]

Policy 6.8.6 Employ strategies and technology to improve travel times for transit on premium and enhanced Transit Corridors, particularly for peak-hour travel.

   a) Signal Preference: To improve travel times by transit, light signals in the Volcano Heights area should incorporate signal-preferencing technology such as “queue jumping” with a dedicated lane, or signal interruptions, to give buses priority at intersections.\[132\] [A]

   b) Pre-boarding Fare Systems: Transit should incorporate technology that allows bus fares to be paid prior to boarding, thereby greatly reducing boarding and transit travel times.\[133\] [A]

Action 6.8.6.1 Explore and invest in strategies to add capacity through additional transit service, dedicated lanes, and/or peak hour directional lane changes.

Policy 6.8.7 Work with MRCOG to assess the region adequacy of river crossings based on the population projections and distribution.\[134\] [ABC]

Action 6.8.7.1 Invest in strategies to increase the transit and multimodal capacity on river crossings.

Action 6.8.7.2 Invest in peak hour traffic management strategies to increase vehicle capacity in peak travel direction.

\[130\] West Side Strategic Plan [1198]
\[131\] ABC Comp Plan [120], Southwest Area Plan [789]
\[132\] Volcano Heights SDP [988]
\[133\] Volcano Heights SDP [988]
\[134\] Westside Strategic Plan [1220]
Chapter 6 - Transportation

**Action 6.8.7.3** Identify and secure funding source(s) prior to any right-of-way acquisition or permitting for additional river crossings.  

**Goal 6.9 Public-Private Coordination**

Coordinate public and private sector development and transportation decisions so that future investments are consistent with the vision and principles of the Comprehensive Plan and the Metropolitan Transportation Plan.

**Policy 6.9.1** Design subdivisions to provide multiple vehicular and pedestrian access points.  

**Action 6.9.1.1** Develop a mechanism to measure level of connectivity or development standards to ensure connectivity in new subdivisions.

**Policy 6.9.2** Provide a coordinated pedestrian and bicycle circulation system within private developments to provide pedestrians and bicyclists with safe, convenient access to the various functions of a site. The circulation system should fit the character of the site and minimize conflicts with vehicular traffic.  

a) All new developments shall include internal bicycle/pedestrian trails and bikeways that link to the adopted Bikeways and Trails Facility Plan primary trails network when feasible and subject to development impact fee requirements. All subdivisions, sector plans, planned communities, and other development plans must demonstrate connectivity of trails and bikeways to adjacent developments and destinations.  

b) Connect the trail network to streets with signed trailheads. If a trail is not on an approved City Plan, such as the Trails and Bikeways Facility Master Plan, the trail will be maintained by the private developer but will be required to be built to City Standards.

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135 Westside Strategic Plan [1220]
136 West Side Strategic Plan [1187]
137 North I-25 SDP [586]
138 Westside Strategic Plan [1215]
139 Volcano Cliffs SDP [931]
Policy 6.9.3 New through roads should be public rights-of-way. If a property owner wants a road to remain private, and the City agrees, then the road should be built to public standards, and a public access easement will need to be granted on the private road. Public ROW is maintained by the City. Private roads, even those with public access easements, are maintained by the owner.\textsuperscript{140} [A]

Policy 6.9.4 Alleys that connect and serve multiple properties should be public rights-of-way. If they are internal to a site or project and are used only for deliveries, garbage pick-up, etc., then they may remain private. The City maintains alleys that are public rights-of-way, but only for drainage and filling in large holes. Weeds and any surfacing improvements are the responsibility of the abutting property owners.\textsuperscript{141} [A]

Goal 6.10 Specific Corridors

Provide transportation investments that are responsive the distinct needs of each corridor.

Policy 6.10.1 Second Street:

\begin{itemize}
  \item \textbf{a)} Limit access from adjacent properties except where alternative access is not available or feasible.\textsuperscript{142} [ABC]
\end{itemize}

Policy 6.10.2 Fourth Street:

\begin{itemize}
  \item \textbf{Action 6.10.2.1} Redesign and reconstruct North Fourth Street to improve safety, aesthetics, and functionality for both pedestrians and motorists along its entire length; and optimize public transportation service; and maintain four lanes of vehicular traffic.\textsuperscript{143} [A]
\end{itemize}

Policy 6.10.3 Twelfth Street:

\begin{itemize}
  \item \textbf{a)} Accommodate and enhance pedestrian travel along and across Twelfth Street while ensuring adequate vehicular traffic flow.\textsuperscript{144} [A]
\end{itemize}

Policy 6.10.4 Alameda Boulevard:

\begin{itemize}
  \item \textbf{a)} Limit access from adjacent properties except where alternative access is not available or feasible.\textsuperscript{145} [ABC]
\end{itemize}
Policy 6.10.5 Coors Corridor: Coordinate with NMDOT to assist with implementation the following policies:

a) Design Coors Boulevard to improve its traffic-carrying function as a major north-south arterial for the Northwest Mesa area.  

b) Space major signalized intersections on Coors Boulevard as far apart as is possible and practical to encourage continuous traffic flow.

c) Limit the number of allowable driveways and to encourage the use of shared driveway access between property owners.

d) Limit vehicular access to Coors Boulevard to protect its primary function as a major traffic carrier.
   i. Median openings will be permitted only at the major one-half mile signalized intersections.
   ii. Driveways shall not be permitted within 400 feet on the approach to a major signalized intersection and within 150 feet on the departure side.
   iii. Driveways shall be spaced no less than approximately 300 feet apart.
   iv. In a typical quarter mile segment no more than three driveways shall be permitted per side of the corridor. If this driveway design does not provide access to a property then the Traffic Engineer shall consult with the City Planner to consider alternatives to provide access to that property. The Traffic Engineer shall make the final determination.

e) Design Coors Corridor to provide for pedestrian and bicycle traffic and horse trails, where appropriate. Preferably, bicycle trails and horse trails will be located off Coors Boulevard.
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f) Alternative access for adjacent properties shall be developed before direct access points to Coors Boulevard are closed.\textsuperscript{151} [ABC]

g) Encourage commercial services, multifamily development, and public facilities on the western side of the Ladera Community or in its central area to reduce trips to Coors Boulevard and provide easier access to services for neighborhoods west of the Ladera Golf Course.\textsuperscript{152} [ABC]

h) Perform a noise level analysis at the time of the roadway engineering design phase.\textsuperscript{153} [ABC]

Action 6.10.5.1 Acquire additional right-of-way for Coors Boulevard from Central Avenue to Corrales Road to achieve a minimum right-of-way of 156 feet.\textsuperscript{154} [ABC]

Action 6.10.5.2 Adopt transportation updates developed during the Coors Corridor planning effort in 2014 as a feasibility study to provide future guidance to the New Mexico Department of Transportation.

Action 6.10.5.3 Work with property owners, developers, neighborhood associations, groups and residents to establish a circulation system to provide alternate access opportunities to properties from facilities other than Coors Boulevard.

Action 6.10.5.4 Require an additional five feet of right-of-way on the approach to signalized and right-turn-only intersections to provide an exclusive right-turn lane.\textsuperscript{155} [ABC]

Action 6.10.5.5 Require an additional 12 feet of right-of-way to provide an exclusive right-turn lane for driveways that must accommodate high volumes of traffic. The Traffic Engineer will determine appropriate driveway design and their locations.\textsuperscript{156} [ABC]
Action 6.10.5.6 Require an additional 11 feet of right-of-way at intersections only between Central Avenue and Fortuna Road to provide for the existing bike trail and sidewalk, until such time that an alternate route for the bike trail can be implemented.\textsuperscript{157} [ABC]

Policy 6.10.6 Central Avenue/Route 66:

a) Make necessary streetscape and roadway travel improvements to West Central Avenue to enhance safety of vehicular and pedestrian travel and to improve the appearance and image of this historic street.\textsuperscript{158} [ABC]

b) Provide alternative, clearly marked, safe east/west bike routes and lanes parallel to Central Avenue.\textsuperscript{159} [A]

Action 6.10.6.1 Implement the City’s Rank 2 Route 66 Action Plan.

Policy 6.10.7 Edith Boulevard:

a) Limit the future number of lanes on Edith Boulevard north of Osuna Road.\textsuperscript{160} [ABC]

Action 6.10.7.1 Change the functional classification of Edith Boulevard on the Long Range Major Street Plan from a minor arterial to a collector or add an exception for Edith Boulevard to the General Standards for rights-of-way for minor arterial streets in the Long Range Transportation System Guide to limit the right-of-way width of Edith to 68 feet.\textsuperscript{161} [ABC]

Policy 6.10.8 Elena/Balboa:

Action 6.10.8.1 Consider removal of the Elena/Balboa Study Corridor from the Long Range Major Street Plan.\textsuperscript{162} [ABC]

Policy 6.10.9 Lomas Boulevard:

a) Accommodate and enhance pedestrian and bicycle travel along and across Lomas Boulevard, while ensuring adequate vehicular traffic flow.\textsuperscript{163} [A]

\textsuperscript{157} Coors Corridor Plan [230]
\textsuperscript{158} West Side Strategic Plan [1087] [1098]
\textsuperscript{159} Nob Hill Highland SDP [494]
\textsuperscript{160} North Valley Area Plan [662]
\textsuperscript{161} North Valley Area Plan [662]
\textsuperscript{162} North Valley Area Plan [662]
\textsuperscript{163} Downtown Neighborhood Area SDP [340]
Policy 6.10.10  Montgomery/ Montaño:

a) Consider multi-modal and operational opportunities to manage congestion on the Montaño Bridge and minimize negative environmental impacts, such as limited directional traffic during peak hours.\(^{164}\) [ABC]

b) Limit access from adjacent properties except where alternative access is not available or feasible.\(^{165}\) [ABC]

Policy 6.10.11  Paseo del Norte:

a) Retain the primary purpose of Paseo del Norte to serve regional traffic, while balancing the needs of the local road network to serve new development and multiple modes of traffic.\(^{166}\) [A]

b) Design Paseo del Norte to accommodate premium transit lanes and/or high-occupancy vehicle travel lanes. \(^{167}\) [A]

c) Where Paseo del Norte passes through Volcano Heights Major Activity Center, it should be designed to help realize the benefits of job creation and alleviation of regional traffic congestion through creating a walkable district. Its regional function should also be protected to continue to serve existing and future development beyond the Activity Center. The street section within the Major Activity Center should be designed to serve both regional transportation needs and the proposed multi-modal urban development pattern in the Major Activity Center, prioritizing pedestrians. \(^{168}\) [A]

d) If a grade-separated interchange for Paseo del Norte and Unser Boulevard is recommended by the MRCOG’s Transportation Coordinating Committee, it should be designed to complement this urban, multimodal area and minimize negative impacts to the surrounding land uses, trails, and sensitive lands, specifically: \(^{169}\) [A]

i. The interchange should be designed with the smallest footprint that works operationally for the defined design horizon, and \(^{170}\) [A]

\(^{164}\) West Side Strategic Plan [1072]
\(^{165}\) North Valley Area Plan [659]
\(^{166}\) Volcano Heights SDP [948]
\(^{167}\) Volcano Heights SDP [987]
\(^{168}\) Volcano Heights SDP [981]
\(^{169}\) Volcano Heights SDP [982]
\(^{170}\) Volcano Heights SDP [982]
The interchange should incorporate the best practices for urban, multimodal interchanges, in order to support safe crossings for all modes of transportation in all directions.\footnote{Volcano Heights SDP [982]} \footnote{Volcano Heights SDP [994]}

e) See Volcano Heights, above.

**Action 6.10.11.1** Prioritize and attempt to secure funding to help with the construction of Paseo del Norte to a full multi-modal street section. Segments that are necessary for implementing enhanced transit service should be prioritized for funding.\footnote{Volcano Heights SDP [994]}

**Action 6.10.11.2** As development occurs along Paseo del Norte in Volcano Heights Major Activity Center, grade-separated crossings and/or special signalization for pedestrians and cyclists should be considered to improve access to support land uses as well as improve safety for all modes of transportation.\footnote{Volcano Heights SDP [994]}

**Action 6.10.11.3** Per The Mid-Region Metropolitan Planning Organization Transportation Coordinating Committee (TCC) Resolution R-13-03, the intersection of Paseo del Norte and Unser Boulevard should be reviewed for the construction of a grade separated interchange at such time as traffic congestion and development conditions warrant.\footnote{Volcano Heights SDP [981]}

**Policy 6.10.12** Rio Grande Boulevard:

a) Promote and support multimodal forms of transportation along the corridor improve safety and mobility for pedestrians, bicyclists, equestrians, pedestrians, especially people with physical disabilities, on and across Rio Grande Boulevard.\footnote{Volcano Heights SDP [994]} \footnote{Rio Grand Blvd. Corridor Plan [708] [711]}

b) Promote and support multimodal forms of transportation along Rio Grande Boulevard to improve vehicular, bicycle, equestrian and pedestrian travel on and across Rio Grande Boulevard.\footnote{Volcano Heights SDP [981]} \footnote{Rio Grand Blvd. Corridor Plan [708]}
Policy 6.10.13  Unser Boulevard:

a) Retain the primary purpose of Unser Boulevard to serve regional traffic, while balancing the needs of the local road network to serve new development and multiple modes of traffic.\(^{177}\) [A]

b) Design Unser Boulevard to accommodate premium transit lanes and/or high-occupancy vehicle travel lanes.\(^{178}\) [A]

c) Where Unser Boulevard passes through Volcano Heights Major Activity Center, it should be designed to help realize the benefits of job creation and alleviation of regional traffic congestion through creating a walkable district. Its regional function should also be protected to continue to serve existing and future development beyond the Activity Center. The street section within the Major Activity Center should be designed to serve both regional transportation needs and the proposed multi-modal urban development pattern in the Major Activity Center, prioritizing pedestrians.\(^{179}\) [A]

d) If a grade-separated interchange for Paseo del Norte and Unser Boulevard is recommended by the MRCOG’s Transportation Coordinating Committee, it should be designed to complement this urban, multimodal area and minimize negative impacts to the surrounding land uses, trails, and sensitive lands, specifically:\(^{180}\) [A]

i. The interchange should be designed with the smallest footprint that works operationally for the defined design horizon, and\(^{181}\) [A]

ii. The interchange should incorporate the best practices for urban, multimodal interchanges, in order to support safe crossings for all modes of transportation in all directions.\(^{182}\) [A]

e) See Volcano Heights, Policy 6.11.11, below.

\(^{177}\) Volcano Heights SDP [948]

\(^{178}\) Volcano Heights SDP [987]

\(^{179}\) Volcano Heights SDP [981]

\(^{180}\) Volcano Heights SDP [982]

\(^{181}\) Volcano Heights SDP [982]

\(^{182}\) Volcano Heights SDP [982]
**Action 6.10.13.1** Work with MRCOG to designate Unser Boulevard and Paseo del Norte as suitable for High Capacity Transit in MRCOG’s Long-Range Transportation System Map.  

**Action 6.10.13.2** Prioritize and attempt to secure funding to help with the construction of Unser Boulevard to the full multi-modal street section. Segments that are necessary for implementing enhanced transit service should be prioritized for funding.

**Action 6.10.13.3** As development occurs along Unser Boulevard in Volcano Heights Major Activity Center, grade-separated crossings and/or special signalization for pedestrians and cyclists should be considered to improve access to support land uses as well as improve safety for all modes of transportation.

**Action 6.10.13.4** Per The Mid-Region Metropolitan Planning Organization Transportation Coordinating Committee (TCC) Resolution R-13-03, the intersection of Paseo del Norte and Unser Boulevard should be reviewed for the construction of a grade separated interchange at such time as traffic congestion and development conditions warrant.

**Action 6.10.13.5** Work with MRCOG and constituent jurisdictions to remove and/or alter truck restrictions on Unser Boulevard as established by R-455. Other provisions in that resolution, relating to road design, character of the roadway as a boulevard with wide median, etc., should remain.

**Goal 6.11 Specific Area Priorities**

Provide transportation investments that are responsive the distinct needs of each neighborhood.

[Note: These neighborhood specific transportation policies were developed during earlier sector planning efforts and that future transportation planning efforts should consider these policies and actions within the context of the broader transportation network’s needs.]
Policy 6.11.1 Barelas:

a) Improve public transportation options in Barelas and make it better served and linked with the City-wide public transportation system.\textsuperscript{188} [A]

b) Create a safe network of bicycle and pedestrian pathways connecting major destinations in Barelas.\textsuperscript{189} [A]

c) Improve pedestrian safety in Barelas and ensure that the network and condition of sidewalks throughout Barelas meet appropriate codes and residents’ needs.\textsuperscript{190} [A]

d) Enhance bicycle access and safety in Barelas.\textsuperscript{191} [A]

e) Make Fourth Street the major carrier of north-south through traffic in Barelas, while calming traffic on other neighborhood streets.\textsuperscript{192} [A]

Policy 6.11.2 Downtown:

a) Modify Downtown streets and sidewalks to serve the needs of pedestrians, transit, bicyclists, and cars, with the focus on serving pedestrians first.\textsuperscript{193} [A]

b) Make Downtown a "pedestrian-first," "park-once" place with excellent pedestrian, transit and bicycle facilities.\textsuperscript{194} [A]

Policy 6.11.3 Downtown Neighborhood Area:

a) Provide a coordinated roadway system that improves safety and function.\textsuperscript{195} [A]

b) Coordinate transportation planning for all arterials and collectors within and adjacent to the Downtown Neighborhood Area.\textsuperscript{196} [A]

c) Become the City’s most walkable neighborhood.\textsuperscript{197} [A]

d) Ensure excellent access to transit services.\textsuperscript{198} [A]

\textsuperscript{188} Barelas SDP [200]
\textsuperscript{189} Barelas SDP [201]
\textsuperscript{190} Barelas SDP [202] [204]
\textsuperscript{191} Barelas SDP [205]
\textsuperscript{192} Barelas SDP [199]
\textsuperscript{193} Downtown 2025 [273]
\textsuperscript{194} Downtown 2025 [302]
\textsuperscript{195} Downtown Neighborhood Area SDP [323]
\textsuperscript{196} Downtown Neighborhood Area SDP [339]
\textsuperscript{197} Downtown Neighborhood Area SDP [324]
\textsuperscript{198} Downtown Neighborhood Area SDP [324]
e) Provide a comprehensive, safe, and convenient bicycle network for commuter and recreational users.  

f) Accommodate and enhance bicycle circulation throughout the Downtown Neighborhood Area.  

g) Maintain alleys that are attractive and provide alternative access to garages and safe pedestrian pathways.  

**Policy 6.11.4 Huning Highland:**

a) Improve transportation facilities to enhance the viability of the residential and commercial areas of the neighborhood.  

b) See Transportation Goals 1, 4, and 7.  

**Policy 6.11.5 Los Duranes:**

a) Improve transit facilities and service for Los Duranes.  

**Policy 6.11.6 Los Griegos:**

a) Improve traffic and transportation facilities.  

**Policy 6.11.7 Nob Hill-Highland:**

**Action 6.11.7.1** Improve the ease and safety of pedestrian crossings at principal arterials (Central, Lead, Coal, and Zuni) and collector streets (Carlisle).  

**Policy 6.11.8 North I-25:**

a) Provide additional transit routes and stops to improve transit service.  

b) Improve circulation and access to facilitate the movement of goods and people throughout the Plan area  

c) Consider providing alternative access to the North I-25 Subarea by extending the Alexander Roadway Study Corridor north of Osuna Road to Paseo del Norte.  

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199 Downtown Neighborhood Area SDP [325]  
200 Downtown Neighborhood Area SDP [343]  
201 Downtown Neighborhood Area SDP [326]  
202 Huning Highland SDP [385]  
203 Los Duranes SDP [455]  
204 Los Griegos NDP [482]  
205 Nob Hill Highland SDP [487]  
206 North I-25 SDP[594] [598]  
207 North I-25 SDP [572]  
208 North Valley Area Plan [662]
d) Alleviate traffic problems occurring during special events within the Plan area\textsuperscript{209} [A]

e) Enhance access from the Plan area to the Rail Runner Express platform located at Paseo del Norte and Edith Boulevard.\textsuperscript{210} [A]

f) Provide east-west vehicular access through the Plan area north of Alameda Boulevard.\textsuperscript{211} [A]

Policy 6.11.9 Paradise Hills:

a) North/south roads should be extended and widened through the Paradise Community. Roadway analyses should consider the impacts of these improvements on the Paradise community.\textsuperscript{212} [ABC]

Action 6.11.9.1 Define and acquire the rights-of-way, design, and construct the completion of Westside Boulevard, Irving, McMahon, Universe, Rainbow, Unser, Golf Course, Paseo del Norte, the Coors Bypass, and NM 528. These roads are all critical to serving employment opportunities and the growing population on both sides of the Bernalillo/Sandoval County line. The residential development currently fronting on Irving Boulevard in Paradise Hills should be taken into consideration. Additional transit opportunities associated with these transportation facilities should be incorporated in any road design or right-of-way acquisition.\textsuperscript{213} [ABC]

Policy 6.11.10 Uptown:

a) Connect private open space and pedestrian plazas to walkways throughout the Uptown Area.\textsuperscript{214} [A]

b) Support the development and operation of a free, full-time, Uptown Circulator for shoppers, visitors, customers, employees and residents. Attractive Circulator stops should be located to maximize safety, accessibility and may be used as a unifying element throughout the Uptown Area.\textsuperscript{215} [A]

\textsuperscript{209} North I-25 SDP [600]
\textsuperscript{210} North I-25 SDP [603]
\textsuperscript{211} North I-25 SDP [596]
\textsuperscript{212} Westside Strategic Plan [1158]
\textsuperscript{213} Westside Strategic Plan [1123] [1138]
\textsuperscript{214} Uptown SDP [859]
\textsuperscript{215} Uptown SDP [884]
c) Connect Uptown Circulators to City Transit stops, pedestrian plazas, and parking structures.\textsuperscript{216} [A]

**Action 6.11.10.1** Coordinate with property owners to investigate localized transportation options, such as sky shuttles, trams, or bike share. Alternatives to standard shuttle buses should be considered.\textsuperscript{217} [A]

**Action 6.11.10.2** Complete a pedestrian circulation system through Public/Private Partnership funding sources such as a TIDD.\textsuperscript{218} [A]

**Policy 6.11.11** Volcano Heights:

a) New streets in Volcano Heights shall be identified as pedestrian-oriented or auto-oriented and follow the policies of 6.1.2 above.

b) In order to protect the regional function of Paseo del Norte and Unser Boulevard, all access to new development in Volcano Heights should be from streets connected to the approved intersections on Paseo del Norte and Unser Boulevard.\textsuperscript{219} [A]

c) Streets classified as minor arterial and above should be dedicated and maintained as public rights-of-way.\textsuperscript{220} [A]

d) Streets identified as collectors within the Volcano Heights Major Activity Center and throughout nearby residential subdivisions should be able to accommodate circulator buses and/or shuttles that could connect with transit stations and other transit infrastructure.\textsuperscript{221} [A]

e) See Paseo del Norte, above.

f) See Unser Boulevard, above.

g) See Volcano Mesa, below.
**Action 6.11.11.1** Locate a major transit center on the Transit Corridor to facilitate transit connections to transit routes on Paseo del Norte and Unser Boulevard. The Transit Corridor should connect with both Unser Boulevard and Paseo del Norte at signalized intersections. Transfer between transit routes should occur at the Transit Center to enhance its pedestrian and locational advantages.\(^{222}\) [A]

**Action 6.11.11.2** If high-capacity transit is determined to be infeasible on Paseo del Norte and Unser Boulevard, amend zoning, land uses, and street sections to incentivize and accommodate higher densities, increased employment, and commercial intensity.\(^{223}\) [A]

**Action 6.11.11.3** Coordinate with property owners, developers, and MRCOG to identify and plan new thoroughfares, circulators, and bike share in the area.

**Action 6.11.11.4** Coordinate with MRCOG and property owners to identify a short-term Park & Ride facility and Long-term Transit Center on the Transit Corridor within the Volcano Heights Major Activity Center.\(^{224}\) [A]

**Action 6.11.11.5** If property owners wish to collaborate to build a private trail within Volcano Heights, this may be done through the subdivision or TIDD/SAD/PID process. This trail should be privately constructed and maintained through a property owners association, merchants association, or BID that can manage maintenance requirements, carry liability, and assure an ongoing source of funds. Any such trail should be Coordinated with City Parks and Recreation and built according to City standards. Preference should be given to locations that connect rock outcroppings and sensitive lands; follow arterial streets; or provide access to existing trails, Major Public Open Space, parks, or recreational areas.\(^{225}\) [A]

\(^{222}\) Volcano Heights SDP [987]
\(^{223}\) Volcano Heights SDP [986]
\(^{224}\) Volcano Heights SDP [990]
\(^{225}\) Volcano Heights SDP [996]
Policy 6.11.12 Volcano Cliffs:
   a) A minor transit center should be located south and west of the Neighborhood Activity Center proposed near Rainbow Boulevard and Hielo Road.\textsuperscript{226} [A] 
   b) See Volcano Mesa, below.

Policy 6.11.13 Volcano Mesa:
   a) Provide a transit system to serve three significant corridors:
      i. East-west along Paseo Del Norte;
      ii. North-south along Unser Boulevard; and
      iii. Southeast-northwest along Rainbow Boulevard.\textsuperscript{227} [A] 

\textsuperscript{226} Volcano Heights SDP [985] 
\textsuperscript{227} Volcano Heights SDP [983]