

# FUTURE ALBUQUERQUE AREA BIKEWAYS AND STREETS (FAABS)

for the  
Albuquerque Metropolitan Planning Area

March 2004

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# **FUTURE ALBUQUERQUE AREA BIKEWAYS AND STREETS (FAABS)**

## **EXECUTIVE SUMMARY**

The *Future Albuquerque Area Bikeways and Streets* (FAABS) document contains the streets and bikeway facility planning maps for the Albuquerque Metropolitan Planning Area (AMPA). These maps are updated as part of the FAABS review process outlined in this document. The following maps are included in the FAABS document and updated as part of the FAABS process:

- the Long Range Roadway System Map (LRRS)
- the Roadway Functional Classification System Map (RFCS)
- the Long Range Bikeways System Map (LRBS)
- the Long Range High Capacity Transit System Map (HCTS)

In addition, the City of Albuquerque/Bernalillo County Trails and Bikeways Facilities Plan map and a map showing the National Highway System (NHS) in the urban area are included for information purposes.

The Metropolitan Transportation Board (MTB) of the MRCOG is responsible for making revisions to the FAABS document and maps. The MRCOG is an association of local governments within New Mexico State Planning and Development District 3 which acts as the metropolitan planning organization for the AMPA. MRCOG is responsible for the continuing, comprehensive, and cooperative transportation planning process prescribed by the U.S. Department of Transportation to address all modes of transportation in the region.

The FAABS process provides a comprehensive review of the entire transportation system for the AMPA. Updating the FAABS provides local agency planners as well as the public with a tool for understanding the impact that individual changes may have on the entire area. The result is a document that provides a useful planning tool for individual agencies and governments as well as a basis for developing the twenty-year Metropolitan Transportation Plan (MTP) and the short range Transportation Improvement Programs (TIP).

The FAABS is divided into two major sections, one dealing with street facilities and the other with bikeways. Each section includes a description of the planning process, how the maps are used, and any pertinent details regarding the facilities on the maps. Information is also provided regarding how changes are made and the kinds of data that are evaluated when revisions are considered.

The street facilities section is divided further into sections which address the LRRS, the RFCS, and the LRHTSM. For information purposes, a brief discussion of the NHS and the local NHS map are also provided. The bikeway facilities section includes the LRBS and, also for information purposes, the Trails and Bikeways Facilities Plan. The Trails

and Bikeways Facilities Plan is developed outside the Mid-Region Council of Governments' (MRCOG) committee process.

The FAABS document is updated on a regular basis. No changes to the maps are made outside this revision period except in emergency situations. Determination of an emergency is made by the MTB Chair in cooperation with the Transportation Coordinating Committee (TCC) Chair and in consultation with MRCOG staff. As a result of each update, the maps will be amended to reflect the changes made and the document will be revised to include a description of the changes and an evaluation of the impact of the changes to the transportation system.

This volume of the FAABS is an administrative update. The following types of changes were made:

1. Map modifications that were approved by the Metropolitan Transportation Board, since the November 2000 update.
2. Proposed facilities that have been completed and should be shown as existing.
3. Location study corridors for which alignments have been identified and approved by FHWA.
4. New bikeway facilities that have been constructed and were not previously included on the Bikeways System map.
5. Modifications to facilities to reflect completed environmental documents.
6. Roadways added to the Current Functional Classification System map by R-03-18 MTB which should also be reflected on the Long Range Roadway System map.

The ultimate goal of the FAABS document and process is the goal of the entire transportation planning process for the AMPA. This is to implement an integrated, intermodal metropolitan transportation system that enables people and goods to move efficiently and economically.

# CHAPTER 1 - Description and Background

## Introduction

The *Future Albuquerque Area Bikeways and Streets* (FAABS) document contains the streets and bikeways facility planning maps for the Albuquerque Metropolitan Planning Area (AMPA) (see Figure 1-1). These maps are updated through the FAABS review process outlined in this document. The following maps are included in the FAABS document and updated as part of the FAABS process:

- the Long Range Roadway System Map (LRRS)
- the Roadway Functional Classification Map (RFCS)
- the Long Range High Capacity Transit System Map (HCTS)
- the Long Range Bikeways System Map (LRBS).

In addition, the Trails and Bikeways Facilities Plan map and a map showing the National Highway System (NHS) in the urban area are included for information purposes.

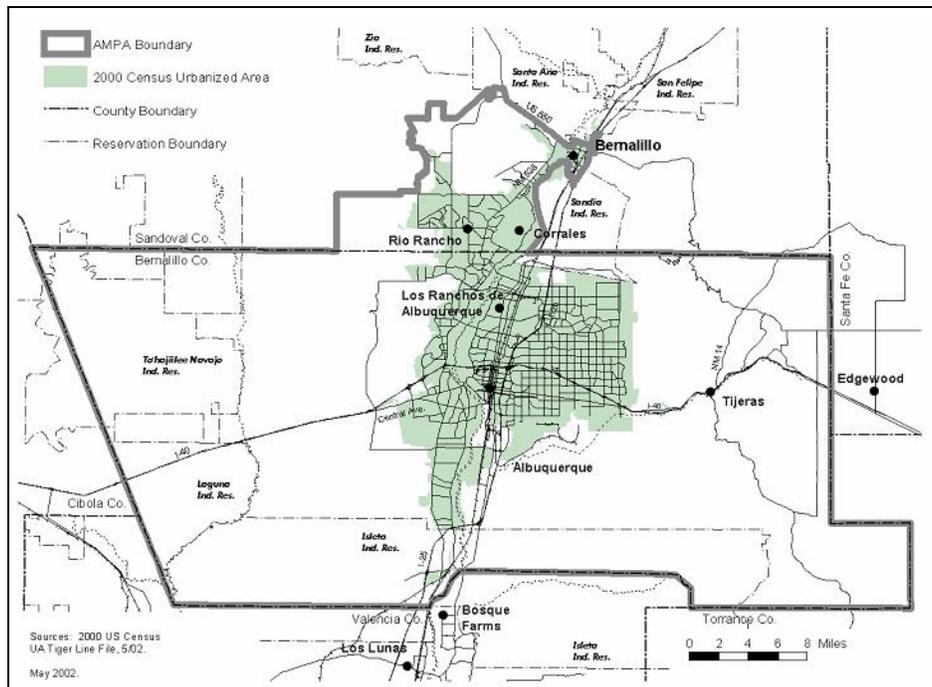
The FAABS process provides for a comprehensive review of the entire transportation system for the AMPA. Updating the FAABS provides local agency planners as well as the public with a tool for understanding the impact that individual changes may have on the area as a whole. The result is a document that provides a useful planning tool for individual agencies and governments as well as a basis for developing the twenty-year MTP and the short range Transportation Improvement Programs (TIP).

The final goal of the FAABS document and process is the goal of the entire transportation planning process for the AMPA. This is to implement an integrated, intermodal metropolitan transportation system that enables people and goods to move efficiently and economically.

The Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments (MRCOG) is responsible for making revisions to the FAABS document and maps. The MRCOG is an association of local governments within New Mexico State Planning and Development District 3 which acts as the metropolitan planning organization for the AMPA. MRCOG is responsible for the continuing, comprehensive, and cooperative transportation planning process prescribed by the U.S. Department of Transportation to address all modes of transportation in the region.

Chapter 1 of this document includes a brief description of each of the maps and a discussion of their relationship to the transportation planning process in the AMPA. This background material is followed by more detailed information about the FAABS and the process that is followed when it is updated. Chapter 2 discusses the street facilities maps and the specific criteria and processes to be followed when amendments to these maps are proposed. Chapter 3 provides the same type of information for the bikeway facilities map.

FIGURE 1-1 Albuquerque Metropolitan Planning Area



## Background

### *Roadway Facility Maps*

Long Range Roadway System Map (LRRS). In 1965 Wilbur Smith and Associates completed the Albuquerque Transportation Study, which included as one of its products a Long Range Major Route Improvements map for the Albuquerque area. This map served as the long range roadway planning tool for the AMPA until the MRCOG adopted the Long Range Major Street Plan (LRMSP) in December 1973. Subsequently, the LRMSP was included as an element of the annual TIP and amended as part of the TIP process. The title of this map was changed in November 1998 to the Long Range Roadway System Map (LRRS). The LRRS provides direction for local transportation planners by showing the alignment and functional classification of transportation facilities as they are expected to exist when fully completed.

Roadway Functional Classification System Map (RFCS). The first Highway Functional Classification Map was completed for the AMPA in 1993 in response to an Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requirement that areas review their short range functional classification systems. The title of this map was revised in November 1998 to the Roadway Functional Classification System Map (RFCS). While the LRBS shows the functional classification system as it will look when facilities are

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fully completed, the RFCS was intended to show facilities as they currently function. This on-the-ground functional classification system map is particularly important because only projects on facilities classified as a collector or above are eligible for federal funding.

Long Range High Capacity Transit System Map (HCTS). The Long Range High Capacity Transit System map was developed as part of a regional assessment of high capacity transit needs in the area. It was adopted by the MTB in June 27, 2002. The map is intended to reflect high capacity transit corridors and potential commuter rail corridors in the AMPA.

National Highway System (NHS). As the result of another ISTEA mandate, an NHS map for the area was developed, which identifies highways of national significance for providing freight transportation and homeland security. The system was intended to be the major focus for the Federal highway funding program into the 21st century. Only routes on the NHS are eligible for Federal Interstate Maintenance and NHS funds. The map included in the FAABS shows the NHS routes identified in the AMPA.

### *Bikeway Facility Maps*

Long Range Bikeway System Map (LRBS). Planning for bicycle facilities in the AMPA has been underway since 1972, when the Bikeways Advisory Committee conducted a bicycle survey. This Committee was a task group of the Albuquerque Environmental Planning Commission and the Bernalillo County Planning Commission. The survey showed strong citizen support for establishing a regional bikeway network. It also provided guidance regarding a bikeway development program. The resulting Bikeways Master Plan map was first included in the 1974 Transportation Improvement Program (TIP). The map was amended in subsequent years as part of the TP process to reflect changes to the commuting bicycle system. The title of this map was revised in November 1998 to the Long Range Bikeways System Map (LRBS).

Trails and Bikeways Facilities Map. After the first bikeways map was developed, additional work was completed that distinguished between bikeway facilities that are primarily recreational in nature and those that serve the commuting bicycling community. As a result of this work, the Greater Albuquerque Recreational Trails Committee created the recreational Trails and Bikeways Facilities map, which is included in the FAABS for reference purposes.

## **THE FUTURE ALBUQUERQUE AREA BIKEWAYS AND STREETS (FAABS)**

As can be seen, the number of transportation facility maps that were included in the annual TIP increased over the years from one to five. Three of these maps were reviewed and revised as a formal part of the TIP process. However, because TIP development continued to remain focused primarily on funding specific short term projects, revisions to the maps did not tend to receive the attention necessary for a

detailed comprehensive review of the streets and bikeways transportation system network.

The FAABS process was created to simplify and improve the map review process and eliminate these concerns. The FAABS allows proposed changes to the transportation facilities maps to be reviewed together in a manner that provides for a comprehensive system-wide review. The result is a document which serves as an up-to-date planning tool for local governments.

The maps included in the FAABS provide a basis for a variety of transportation planning activities in the AMPA, including:

- Long and short range planning
- Maintaining a network that contributes to continued achievement of the National Ambient Air Quality Standards
- Development of both public and private projects
- Dedication of facility right-of-way in accordance with City and County subdivision ordinances
- Subdivision and other planning processes which have an impact on the connectivity of roadway, bicycle, and trail systems

### **Organization of Document**

The FAABS is divided into two major sections, one dealing with street facilities and the other with bikeways. Each section includes a description of the planning process for the type of facility in question, an explanation of how the pertinent maps are used, and any details regarding the types of facilities included on the maps. The process for making changes to the maps and the kind of data that are evaluated when revisions are considered are also described.

The street facilities section is divided further into sections that address the LRRS, RFCS, and HCTS. For information purposes, a brief discussion of the NHS and the local NHS map is also provided. Details related to the functional classification criteria are provided in this section, while the Addendum to the LRRS and HCTS are included as Appendix D.

The bikeway facilities section includes the LRBS and, for information purposes, the Trails and Bikeways Facilities Plan, which is developed outside the MRCOG committee process. The bikeways facilities section was developed in close coordination with local area bikeway planners.

### **Process for Updating Document**

The FAABS document is updated on a regular basis. When revisions to the maps result from the updates, the document is revised to include a description of the changes and an evaluation of the impact of the changes on the transportation system.

Only proposed map amendments that are determined to be extremely time-sensitive will be made outside of the FAABS revision schedule. A proposed amendment's time sensitivity will be determined by the current MTB chair in cooperation with the current Transportation Coordinating Committee (TCC) chair and in consultation with MRCOG staff.

Proposed revisions to the maps are analyzed in light of the criteria identified in the FAABS document. In addition, this criteria may be reviewed for continued applicability during the FAABS revision process. Proposals for changes to the criteria may be brought forward by MRCOG staff or member governments and agencies.

A flow chart showing the proposal and review process for FAABS changes is provided in Figure 1-2. Formal proposals for changes to the maps must be presented in writing to the MRCOG by a sponsoring local government or agency. A list of contact people at the local governments and agencies for both street and bikeway maps is provided in Appendix B.

The FAABS revision process begins with a MRCOG staff call for proposals. Local government agencies or local government bikeway advisory committees complete a Proposed Change Worksheet (see Appendix I) and provide this form to the MRCOG. When a proposed amendment is received, MRCOG staff completes an initial review to ensure that all necessary documentation is provided and to determine whether the proposal can be addressed with an Administrative Amendment<sup>1</sup>. Administrative amendments are allowed if the proposal requests that a map be changed to reflect the current condition of a facility (for example, a proposed bicycle lane has been completed and is now in place). For other types of changes, neighborhoods that may be affected by the proposed changes are notified, provided a draft schedule of meetings where the proposals will be discussed, and invited to participate in this dialogue.

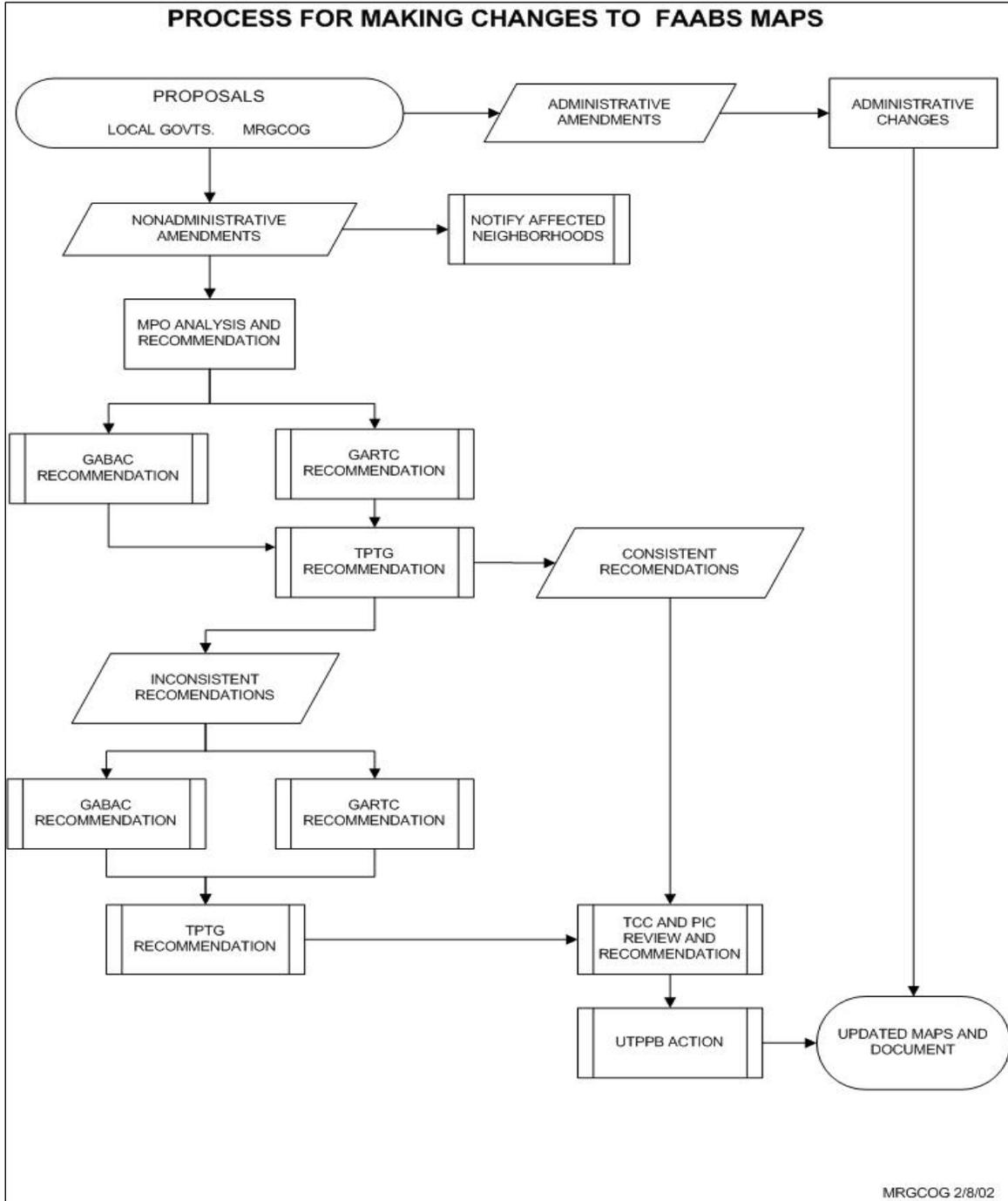
The proposals and pertinent documentation are then provided to the appropriate bikeway advisory committees. Comments from the bikeway committees are provided to the Transportation Program Task Group (TPTG), which makes recommendations to the TCC. The TCC and the Public Involvement Committee (PIC) review the proposed amendments and provide recommendations to the MTB. The MTB is then asked for a formal decision. Each group is also provided with a list of Administrative Amendments for information purposes.

This amendment process follows the basic review and public comment structure of all transportation planning process decisions made in the urban area. More detailed information regarding the transportation planning process for the AMPA can be found in MRCOG's transportation planning public involvement procedures document (P-02-05). A short description of each of the boards and committees involved in the FAABS review process, along with current membership lists, is provided in Appendix B.

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<sup>1</sup>Allowed by MTB action November 30, 2000.  
FAABS – March 2004

FAABS Update Flow Chart Figure 1.2



## CHAPTER 2 - STREET FACILITIES

The street facility maps for the AMPA that are contained in the FAABS consist of the LRRS, the RFCS, the HCTS, and the NHS. This chapter describes the roadway functional classification types included on these maps and then provides information about each map. The last part of this chapter describes the process for revising the maps, the information needed to initiate the process, and, where appropriate, the criteria used to evaluate proposed changes.

### FUNCTIONAL CLASSIFICATION FACILITY TYPES

The descriptions provided for each functional classification facility type in this section are somewhat general in nature. The specific criteria for defining the functional classification of a facility is spelled out in more detail in the “Making Changes to Roadway Facilities” section. The right-of-way width standards for each type are listed in the LRRS section of this chapter. Exceptions to the width requirements and the specific access breaks allowed on access-controlled facilities are contained in the LRRS Addendum in Appendix D.

Freeways and expressways are shown on each of the roadway maps. These facilities are interstate and interstate-type highway routes with designs that allow speed limits of more than 45 mph. Freeways and expressways:

- Have access limited to intersections/interchanges that are specifically designated on the LRRS
- Provide for regional trips and through trips
- Are four or more lanes, divided by medians
- Provide freeway access via interchanges only, and expressway access via interchanges or intersections, depending upon turn volumes
- Have a high degree of buffering and separation from adjacent land uses
- Have right-of-way widths of, or more than, 156 feet

Principal arterials are also included on all the roadway maps. These facilities are major routes that connect subareas within the urbanized region. Principal arterials:

- Provide access to activity centers
- Serve outlying satellite communities or provide access to the urbanized region from outlying rural areas
- Are continuous or long-distance and may cross major topographic or man-made barriers, such as rivers and interstate highways
- Have designs or abutting land uses that permit relatively high speed operation (35 mph or higher)
- Have access restrictions (limitations on curb and median cuts) include through streets in a downtown area
- Have a typical right-of-way width of 156 feet. However, principal arterials located within established Urban and Central Urban Areas (as defined in the

Albuquerque/Bernalillo County Comprehensive Plan) are required to have a minimum right-of-way width of 124 feet. Within the City of Rio Rancho, the minimum right-of-way is 106 feet.

Minor arterials are included on the LRRS and the RFCS. Minor arterials are transportation facilities that are shorter than principal arterials. These facilities generally contain only one trip end in an area through which the street passes. Minor arterials:

- Tend to be continuous, long-distance routes that carry intermediate length (1-3 mile) trips
- About land uses that are mixed, possibly with direct driveway access
- Connect abutting urban communities or neighborhoods
- Provide access to the principal arterial system
- Provide access to major regional facilities that are not part of an activity center (e.g. regional parks and athletic facilities)
- Are shorter in length than principal arterials but may cross major topographic or man-made barriers, such as rivers and Interstate highways
- Connect two principal arterials over a short distance
- Have a typical right-of-way width of 86 feet

Collector streets are also included on the LRRS and the RFCS. Collector facilities are distinguished from local streets in that collectors carry longer distance trips than locals and are better connected to the principal and minor arterial system. Collectors are shorter routes with at least one trip end in the area served by the route. Collectors:

- Provide access to the arterial system
- Connect principal and minor arterials
- Have trip lengths that are relatively short (less than one mile)
- Do not provide driveway access in residential areas
- in commercial and industrial districts, provide for internal circulation as well as driveway access
- In commercial districts, are characterized by high volumes of turning traffic and numerous local delivery vehicles
- In industrial areas, primarily provide access to activity concentrations or are characterized by heavy truck traffic and industrial work trips
- have a typical right-of-way width of 68 feet

## **LONG RANGE ROADWAY SYSTEM MAP (LRRS)**

The LRRS (Figure 2-1) guides much of the urban area's transportation planning. This map contains the following types of transportation facilities:

- Interstate routes
- Principal and minor arterial streets
- Collector and local streets
- Facilities for which special access limitations have been established
- Transportation corridors and subareas that need to be defined



The LRRS and its Addendum reflect certain policy decisions that have been made about major facilities in the AMPA. Amendments to these decisions are also made as part of the FAABS process. This policy information includes:

- Future functional classification
- Exceptions to the standard right-of-way widths
- Intended access control policy
- Specific access control points

The criteria and procedures for amending the LRRS are provided in the section of this chapter titled “Making Changes to the Street Facility Maps”. The changes to the LRRS and Addendum during this Administrative update are provided in Appendix F.

Functional Classifications. The LRRS represents the long-term policy for the major street network in the AMPA, rather than existing conditions, which may not conform to the specific criteria for a functional classification. Roadways on the LRRS are classified on the basis of future intended function—not current or historic function.

Right-of-Way Widths. The LRRS also sets the general standards and exceptions for right-of-way widths for transportation facilities in the AMPA. The general standards for right-of-way for the various facility types are listed in Table 2-1. Additional right-of-way may be required, in accordance with local ordinances, for special purposes such as intersection widening, bikeways, drainage, slopes, and landscaping. However, the required right-of-way width may be reduced for a street in a fully or substantially developed area when a different right-of-way has been platted or otherwise publicly acquired for the street, and the reduction will not injure the public welfare.

Functional Classification	General Right-of-Way Width
Principal Arterial	156 feet
	Exceptions: a. Unless located within established Urban and Central Urban Areas (as defined in the Albuquerque/Bernalillo County Comprehensive Plan), where a right-of-way width of 124 feet is required b. Unless located within the City of Rio Rancho, where the minimum right-of-way shall be 106 feet.
Minor Arterial	86 feet
Collector	68 feet

Exceptions to the general standards for right-of-way widths, other than those allowed above, are considered by the MTB at the request of the agency responsible for the roadway. Exceptions to the standards that have been made to date are listed in the LRRS Addendum (Appendix D). The Addendum also lists the roadways which have been identified as access-controlled and that have been established for those facilities.

Because the LRRS reflects long range policy rather than existing conditions, many of the facilities included in the LRRS have not yet been provided with the necessary right-of-way shown on the map. This includes facilities that are shown as completed. Facilities are identified on the LRRS as complete when at least 50 percent of the right-of-way needed for construction has been obtained by the responsible agency.

*Description of Changes Made in This Document*

A number of changes were made to the LRRS and its Addendum during this administrative update. Details about the changes that were made is provided below. More details about the changes are provided in Appendix C.

*Lane Miles by Facility Type*

The total miles of roadway by functional classification as shown on the current LRRS are provided below.

	<b>Existing Miles</b>	<b>Proposed Miles</b>
Freeway	56.8	0.0
Principal Arterial	299.18	84.2
Minor Arterial	164.58	12.3
Collector	194.59	21.35

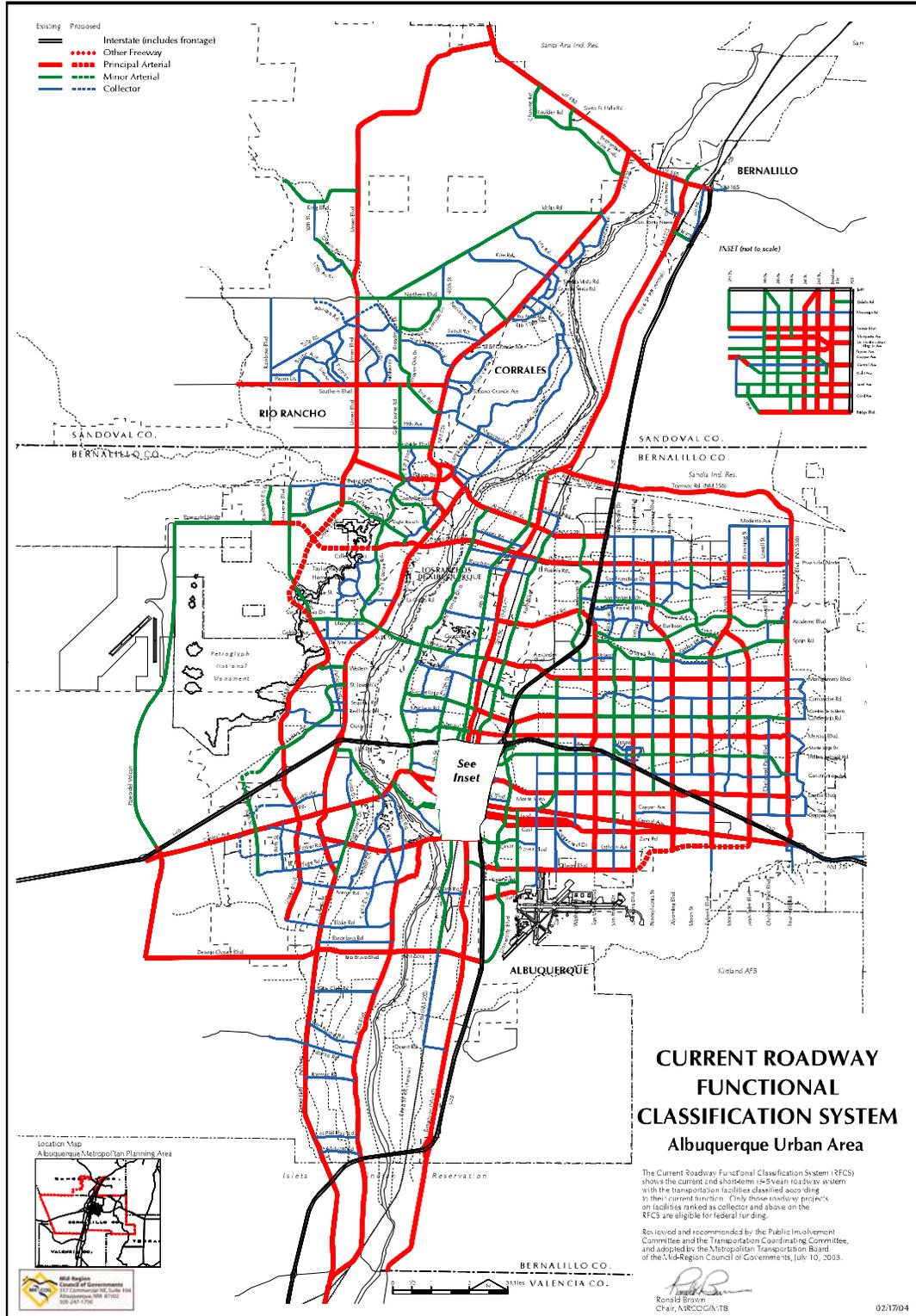
**ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM MAP (RFCS)**

The RFCS (Figure 2-2) shows the current roadway system with the transportation facilities classified according to their current function. Only those street projects ranked as collector or above on the RFCS are eligible for federal funding. The descriptions and criteria which define the LRRS facilities are used to establish the functional classifications of the facilities on the RFCS. However, while the LRRS shows facilities as they are expected to be classified when they are fully completed and utilized, the RFCS shows current operating conditions and short-term (3-5 year) plans. For example, a roadway which may be shown on the LRRS as a principal arterial in the long term may be currently operating as a minor arterial and thus shown as a minor on the RFCS.

*Description of Changes Made in This Document*

No changes were made to the RFCS as a result of the request for amendments for this Administrative Amendment to the FAABS. However, the MTB approved R-03-18 MTB in July, 2003, which caused a number of changes to the RFCS. These changes have been made to the map and are included in this document. A copy of the resolution is provided in Appendix C.

FIGURE 2-2 Roadway Functional Classification System Map (RFCS)



*Lane Miles by Facility Type*

The total miles of roadway by functional classification as shown on the current RFCS are provided below.

	<b>Existing Miles</b>	<b>Proposed Miles</b>
Freeway	50.8	0.0
Principal Arterial	269.58	9.67
Minor Arterial	166.46	.91
Collector	204.68	5.62

**HIGH CAPACITY TRANSIT SYSTEM MAP (HCTS)**

The HCTS (Figure 2-3) shows the long-range roadway system with additional information related to potential high capacity corridors which may provide for high-occupancy vehicle lanes, bus rapid transit, or other high occupancy uses. The map also shows a proposed commuter rail alignment.

*Description of Changes Made in This Document*

No changes to this map were made as part of this Administrative Amendment. This map was adopted by the MTB via R-01-24 MTB in July, 2002. The HCTS is being added to the FAABS document as part of this amendment. A copy of R-01-24 MTB is provided in Appendix C.

*Lane Miles by Facility Type*

The total miles of roadway by type of facility as shown on the HCTS are provided below.

	<b>Proposed Miles</b>
High Capacity Transit Facility	80.52
Commuter Rail (Belen to Bernalillo)	47.8

## High Capacity Transit Map

## **NATIONAL HIGHWAY SYSTEM MAP (NHS)**

The purpose of the NHS was to provide an interconnected system of routes to serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel. The NHS routes for the AMPA are shown in Figure 2-4. These routes were included in the National Highway System Designation Act of 1995. Routes on the NHS are eligible for Federal Interstate Maintenance and NHS funds.

Changes to the NHS must be made by Congress. Local governments and the New Mexico Department of Transportation (NMDOT) may petition for changes to the map.

## **MAKING CHANGES TO THE ROADWAY MAPS**

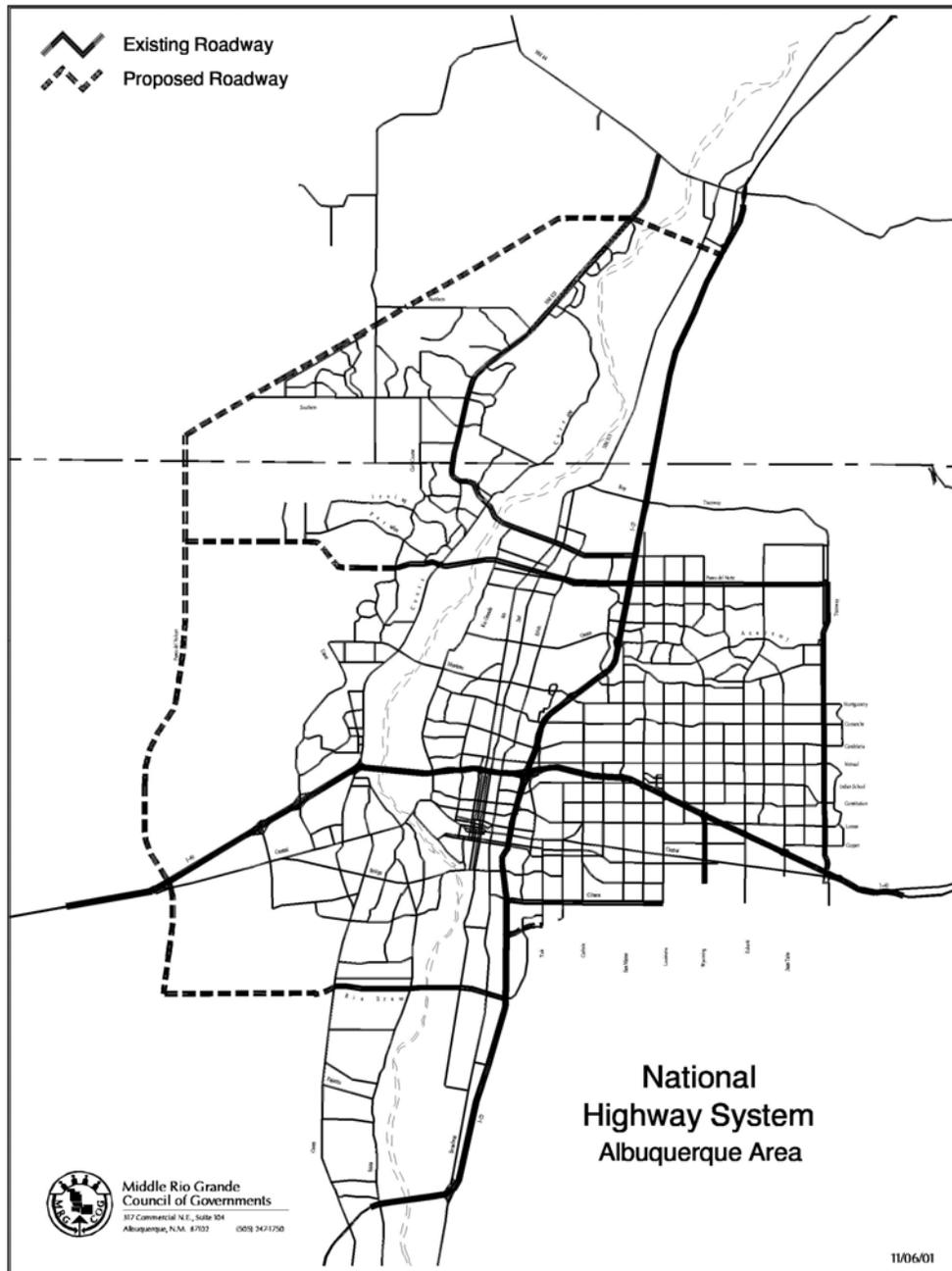
For the usual update process, various types of changes to the street facility maps can be made. These include changes to access points, amendments to the alignment of future facilities, updates that reflect right-of-way acquisition, and changes in functional classification. Proposals to change a facility's access points and/or alignment are evaluated based on previously developed policy. Revisions that reflect right-of-way acquisition are made based on documentation received from the responsible agency. However, changes to functional classification require more detailed evaluation by the appropriate transportation planning process committees.

### *Criteria for Functional Classification Changes to Street Facilities*

The principles listed below are general guidelines for identifying the functional classification of street facilities. These principles should be kept in mind when changes or additions to the LRRS or RFCS are being considered.

1. Classification should be based on "predominant use," since major streets often possess characteristics of more than one functional classification category.
2. Classification should be primarily concerned with the function of a street, not the volume of traffic it carries.
3. The major street system should maintain a reasonable degree of spacing between facilities, such that principal arterials are interspersed with minor arterials and collector streets.
4. The classification of a roadway should be determined from a community-wide perspective and should take into account whom the roadway is designed to serve.
5. Any assessment of a one-way roadway's functional classification characteristics should be considered together with the characteristics of the one-way complementary roadway in the opposite direction.
6. Roadway characteristics for facilities inside an urban center may change.

FIGURE 2-4 National Highway System (NHS) MAP



7. Classifications for the purposes of this document are deemed to be urban in nature and not rural. However, some facilities within the urban area may serve as rural arterials or collectors and not fall within the guidelines laid out here.

It is important to remember that all of the descriptions and criteria included in this document are intended to be general guidelines. These are tendencies expressed in facility design and operation and should not be considered hard and fast rules. Any inconsistencies between the various portions of the guidelines should be viewed from the perspective of the functionality of the overall transportation network. No part should be viewed as having priority over another.

The material regarding the functional classification of facility types that is provided at the beginning of this chapter describes the general characteristics of the various functional classification categories using a text format. While this allows for a broad description of the criteria, Table 2-2 breaks this material into discrete characteristics. This approach allows the different categories to be compared more easily and also provides a way to analyze a given facility in light of the characteristics of a specific classification.

These criteria are not intended to replace American Association of State Highway Traffic Operators (AASHTO) standards for design and construction of transportation facilities. It is understood that when Federal or State funds are to be used for constructing a facility, AASHTO standards must be met regardless of other guidelines, unless design exceptions have been granted.

In addition, it should be noted that when the MTB adopted MTB R-94-19, revising the Functional Classification criteria, they provided for the addition of design criteria that would enable bicycling facilities to be included in street cross-sections.

### *The Process for Making Changes*

Updates to the FAABS are approved by the MTB each year. Only those proposed revisions that are determined to be extremely time-sensitive are allowed to proceed outside this time frame. A description of the general process for changes and the time frames involved is provided in Chapter 1.

Proposed revisions to the LRRS and RFCS are analyzed in light of the specific criteria listed in Table 2. These criteria are reviewed for continued applicability each time the FAABS is updated. The following procedure is followed to update the LRRS and the RFCS portions of the FAABS.

1. MRCOG issues a call for proposals and an initial draft review schedule.
2. Proposals are submitted by sponsoring local governments and agencies to the MRCOG. A list of contact persons at the various local governments and agencies is provided in Appendix B.
3. MRCOG staff completes an initial review to ensure that all necessary documentation is available. MRCOG staff also identifies all proposals which can be approved by Administrative Amendment (facilities already “on the ground.”)
4. When the necessary material has been gathered, a final review schedule is developed.

5. Neighborhood groups that may be affected by a proposed change are notified, provided a schedule of meetings at which the proposals will be discussed, and invited to participate in this dialogue.
6. The Greater Albuquerque Recreational Trails Committee (GARTC) and the Greater Albuquerque Bicycle Advisory Committee (GABAC) are asked to comment on the proposed changes. The committees are also provided with a map and list of Administrative Amendments, for information purposes.
7. The TPTG reviews the proposals and the bicycling committee's comments and formulates a recommendation. The committee is also provided with a
8. map and list of Administrative Amendments, for information purposes.
9. The TCC and the PIC review the proposed changes and the TPTG and bicycle committee recommendations and individually formulate recommendations to the MTB. The committees are also provided with a list and map of Administrative Amendments, for information purposes.

**Table 2-2**  
COMPARATIVE CRITERIA FOR MAJOR STREET FUNCTIONAL CLASSIFICATION  
General Characteristics

FUNCTIONAL CRITERIA	FREEWAY AND EXPRESSWAY	URBAN PRINCIPAL ARTERIAL	URBAN MINOR ARTERIAL	URBAN COLLECTOR
<b>Existing Characteristics <sup>2</sup></b>				
Right-of-way Width <sup>3</sup>	156 feet (47.5 meters) or more.	106 to 156 feet (32.3 to 47.5 meters).	86 feet to 106 feet (32.3 to 26.2 meters).	86 feet (26.2 meters) or less.
Average Weekday Traffic	More than 40,000.	40,000 to 20,000.	20,000 to 9,000.	Less than 9,000.
Typical Cross Section <sup>3,4</sup>	Four or more lanes. All segments median divided.	Four or more lanes. Most segments median divided.	Four lanes. Some segments undivided.	Two to four lanes. Most segments undivided.
Relationship to Residential Areas (Neighborhoods) <sup>5</sup>	Buffers <sup>6</sup> separate roadway from neighborhoods.	Should bound neighborhoods or areas.	Should bound neighborhoods or areas.	Penetrates or passes through neighborhoods.
Degree/Type of Access	Access control. Freeway access via interchanges. Expressway access via intersections, but may have interchanges for high turn volumes.	Location of access points (driveways, median openings, and street intersections) and traffic signals are carefully managed.	Management of median openings and driveways is evident, but access opportunities are relatively frequent.	Access is encouraged, except for single family housing. Least restrictive of the major street types.
<b>Conceptual Characteristics</b>				
Trip Lengths Served - Distance & Time	More than 6 miles (10 kilometers)/more than 15 minutes.	3 to 6 miles (5 to 10 kilometers)/10 to 15 minutes.	1 to 5 miles (1.5 to 5 kilometers)/5 to 10 minutes.	Less than 1 mile (1.5 kilometers)/less than 5 minutes.
Traffic Volume	Highest volume among all parallel routes.	Highest volume among two parallel routes within 3/4 mile (1 kilometer).	Highest volume among two parallel routes within 1/2 mile (0.75 kilometers).	Highest volume among two parallel routes within 1/4 mile (0.5 kilometers).

User Objective	High speed mobility and avoidance of access conflicts.	Mobility with some access conflicts.	Transition to higher or lower class roadway.	Transition to/from local street and/or destination.
User Expectation	Constant flow and minimal speed changes.	Good flow and occasional speed changes.	Unpredictable flow and speed changes.	Inconsistent flow and frequent speed changes.
Basis for User Selection	Highest degree of mobility and consistency. No access conflicts.	Good mobility with some speed changes. Good flow with some access conflicts.	Intermediate in character.	Access to/from local street, arterial street, trip origin, or destination.
Continuity <sup>7</sup>	Cross-town facility.	Where applicable, crosses Rio Grande, urban boundary, Interstate Highway, mainline railway, and county line.	Intermediate in character. Continuous facility. Connects between principal arterials.	Intersections may be offset or discontinuous at open space, golf courses, major drainages, mainline railway, and arterial streets.

- <sup>1</sup> The criteria generally describe urban characteristics that each facility type should exhibit. Some variation from these criteria may occur depending upon factors such as facility age, location in the street system, land use density, etc. Facility spacing also depends on development intensity. In and around an urban center, roadway spacing often decreases to accommodate the increased travel demand associated with higher intensity land uses.
- <sup>2</sup> Existing characteristics apply to roadway segments that are fully developed and pass through areas of mature land uses. Right-of-way and traffic volume criteria apply to roadway segments along the facility that have higher values for each criterion.
- <sup>3</sup> One way streets may vary substantially from these values. Facilities should be treated as a “pair”, with the one way street in one direction combined with the one way street in the opposite direction.
- <sup>4</sup> Staged construction typically occurs with expressways and principal arterials. Lanes may be added to a road when demand increases in the future. The criteria should be applied to segments of a roadway corridor where the complete facility or ultimate right-of-way width exists (i.e., the potential number of lanes can be identified) not to the number of lanes that exist anywhere along the road.
- <sup>5</sup> In this context, neighborhoods are defined from an access and size perspective rather than as a reference to a specific area as defined under ordinance by the governing body. Neighborhood boundaries in traditional detached single family housing are typically defined by barriers to pedestrian access such as a major drainage facility, major roadway, etc. Known exceptions are where the spacing of the “barrier” is less than normal walking distance to schools or neighborhood shopping, or when adequate pedestrian connections have been provided across the barrier. In these cases, a higher classification roadway may pass through a neighborhood.
- <sup>6</sup> A “buffer” may be a roadway feature, transitional land use, or other physical separator such as a drainage facility, park, or open space.
- <sup>7</sup> Functional classification may change over the length of a facility. For example, a given roadway may be designated a principal arterial in outlying areas and an expressway closer to the urban core.

10. Recommendations from the TCC and PIC are presented to the MTB along with a request for a formal action and adoption of the revised FAABS. The MTB is also provided with a list and map of Administrative Amendments, for information purposes.

Changes to the bikeways facilities portion of the FAABS are made on the same schedule. The review process for the Bikeways Facilities portion is described in Chapter 3.

#### *Information Needed to Initiate Changes*

The following information must be provided by the agency proposing revisions or changes to the LRRS or RFCS:

- Identification of the agency proposing the revision and a contact name and phone number
- A written description of the proposed changes accompanied by a readable, reproducible map at least 8½ x 11 inches in size
- Justification for the change (supporting studies, etc.)
- The location, termini, alignment, and current status of the facility
- Environmental documentation, as appropriate
- Justification for the proposed change
- Description of any impacts to bikes and trails facilities and, if there is an impact, a proposal to amend the affected map
- Any other factors which are pertinent to the proposed change

A copy of the worksheet for proposing changes is provided in Appendix I.

## CHAPTER 3 - BIKEWAY FACILITIES

As noted earlier, planning for bicycle facilities in the AMPA has been underway since the early 1970's. The LRBS map (Figure 3-1) addresses the commuting needs of the bicycling community. The LRBS includes existing and proposed on-street bicycle lanes and routes, as well as paved bicycle trails/paths. The map also shows corridors. Corridors are areas where bikeway facilities are being considered but the feasibility of a facility or the specific type of facility has not yet been determined. These facilities are anticipated to be eligible for Federal transportation funding.

Since the original bikeways map was developed, multiple use trails have become the norm instead of trails which serve only bicyclists or pedestrians. The Trails and Bikeways Facility Plan map for the AMPA (Figure 3-2), focuses on off-street paved and unpaved trails suitable for commuting or recreational use by a variety of user types. This map is included in the FAABS for information purposes. The Plan was created with the assistance of the GARTC and is a rank two facility plan adopted by the Albuquerque City Council and the Bernalillo County Commission. It identifies both primary and secondary trails. The primary trails are designed to accommodate bicycle commuters and other types of recreational trail users, with separation of user types if possible. Secondary trails may be paved or unpaved depending on environment constraints, expected use, neighborhood preference and other factors.

Not all the facilities included on the bicycle maps have been provided with the right-of-way necessary for construction. Facilities shown as existing on the maps are usable by bicyclists. Facilities shown as proposed reflect planning policy rather than existing conditions.

Bicycle facility planning in the AMPA occurs at the local level before being incorporated into the metropolitan planning process. Because of the LRBS's transportation focus, the MTB is responsible for approving LRBS revisions. The GABAC works with MRCOG and local government staffs to develop the Bernalillo County portion of the LRBS. In addition, MRCOG staff works with the other local governments to ensure that all portions of the LRBS are up to date.

The GARTC is primarily responsible for reviewing and recommending revisions to the Trails and Bikeways Facility Plan. Because some trail facilities are shown on both the LRBS and the Trails and Bikeways Facility Plan, GARTC may be involved in the development or review of LRBS amendments.

FIGURE 3-1 Long Range Bikeway System Map (LRBS)

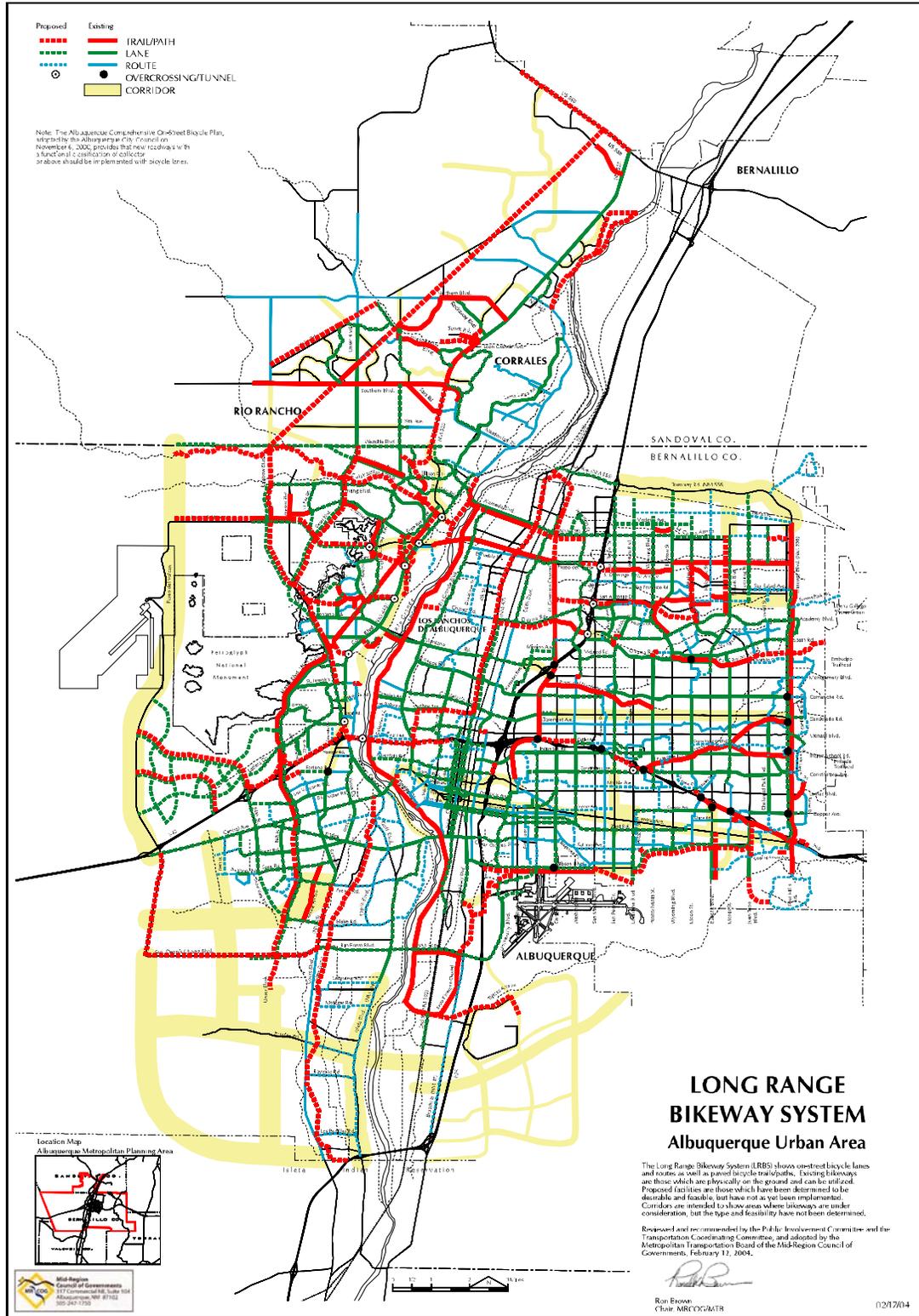


FIGURE 3-1 Trails Facilities and Bikeways Map

For the purposes of the LRBS, the following definitions apply:

Trail/path - Paved off-street facility designated by signs and pavement markings for the primary use of bicycles. Cross-flows by motor vehicles is minimized. Facilities may accommodate pedestrian or other non-motorized users.

Lane - A bicycle facility that is located in a portion of a roadway facility. A lane is designated by pavement markings for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but pedestrian and motorist cross flows are permitted. Vehicle parking may be allowed. Lanes are usually along the right edge of the roadway but may be designated to the left of parking or right-turn lanes.

Route - Bicycle facility located in a roadway and designated by signs as available for bicycle travel. Routes may be shared with pedestrians or motorists. No special on-pavement markings are provided.

### **CHANGES TO THE LONG RANGE BIKEWAYS SYSTEM MAP**

About \_\_\_ changes were made to the LRBS as a result of this Administrative Update. More details about the changes are provided in Appendix C.

### **MAKING CHANGES TO THE LONG RANGE BIKEWAYS SYSTEM MAP**

The changes made to the Bikeways maps in this amendment are all administrative in nature. The changes made are of the following types.

	Existing Miles	Proposed Miles
Bike/Pedestrian Trails	104.77	141.24
Bike Lanes	124.16	248.98
Bike Routes	109.49	116.52

As noted above, updates to the FAABS are adopted on a regular basis. Only those proposed revisions that are determined to be extremely time-sensitive will be allowed to proceed outside this time frame. A description of the general process for changes and the time frame involved is provided in Chapter 1.

Proposed revisions to the LRBS follow the procedures described below. This process is identical to that for the street facilities portion of the FAABS. Proposed revisions are reviewed by the bicycling committees, TPTG, TCC, PIC and MTB at the same time these groups review proposed changes to the street facilities maps in the FAABS.

1. MRCOG issues a call for proposed amendments and an initial draft review schedule.
2. Proposals are submitted to the MRCOG by sponsoring local governments and agencies and local government bicycling advisory committees. A list of contact persons at the various local governments and agencies is provided in Appendix B.
3. MRCOG staff completes an initial review to ensure that all necessary documentation is available.
4. Neighborhood groups that may be affected by a proposed non-administrative change are notified, provided a schedule of meetings where the proposals will be discussed, and invited to participate in this dialogue. The committees are also provided with a map and list of Administrative Amendments for information purposes.
5. The GARTC and GABAC are asked to comment on the proposed changes.
6. The TPTG reviews the proposals and the bicycling committees' comments and formulates a recommendation. The committee is also provided with a map and list of Administrative Amendments, for information purposes.
7. The TCC and the PIC review the proposed changes and the TPTG and bike committee recommendations and formulate individual recommendations to the MTB. The committees are also provided with a map and list of Administrative Amendments, for information purposes.
8. Recommendations from the TCC and the PIC are presented to the MTB along with a request for a formal action and adoption of the revised FAABS. The MTB is also provided with a map and list of Administrative Amendments for information purposes.

### ***Information Needed to Initiate Changes***

The following information must be provided by parties proposing revisions or changes to the LRBS:

- Identification of the agency or advisory committee for the proposed revision and a contact name and phone number
- A written description of the proposed changes accompanied by a readable, reproducible map, at least 8 ½ x 11 inches in size
- Justification for the proposed change
- The location, termini, alignment, and current status of the facility
- Environmental documentation, as appropriate
- Any other factors pertinent to the proposed change
- A discussion of the importance and connectivity of the facility to the bikeways system or other transportation systems

A copy of the worksheet for proposing changes is provided in Appendix I.

**Appendix A - Record of Public Comments and Responses**

## **Appendix B - Board and Committee Membership Lists/Contact Lists**

**CONTACTS FOR PROPOSALS TO MODIFY THE LONG RANGE MAJOR STREET PLAN AND HIGHWAY FUNCTIONAL CLASSIFICATION MAP**

ALBUQUERQUE METROPOLITAN ARROYO AND FLOOD CONTROL ASSOCIATION  
John D. Kelly, Executive Engineer, 888-9767

CITY OF ALBUQUERQUE  
John Castillo, Department of Municipal Development, 768-3830  
Bill Coleman, Traffic Engineering, 857-8680

CITY OF RIO RANCHO  
Ken Curtis, Public Works, 891-5016

BERNALILLO COUNTY  
Nathan Masek, Transportation Planning, 848-1500

NEW MEXICO DEPARTMENT OF TRANSPORTATION  
Tom Raught, District 3 Engineer, 841-2730  
Pat Oliver-Wright, Assistant Planning Director, 827-5562

SANDOVAL COUNTY  
Bradley Stebleton, 867-7628

TOWN OF BERNALILLO  
Kelly Moe, 771-7124

VILLAGE OF CORRALES  
Claudia Smith, Planning and Zoning, 897-0502

VILLAGE OF LOS RANCHOS DE ALBUQUERQUE  
Cindie Tidwell, Planning and Zoning, 344-6582

**CONTACTS FOR PROPOSALS TO MODIFY THE BIKEWAYS MASTER PLAN**

CITY OF ALBUQUERQUE  
Tim Arrowsmith, Public Works, 768-2526

CITY OF RIO RANCHO  
Tim Brown, City Development, 891-5016

VILLAGE OF CORRALES  
Claudia Smith, Planning and Zoning, 897-0502

BERNALILLO COUNTY  
Nathan Masek, Transportation Planning, 848-1500

## **Metropolitan Transportation Board**

The Metropolitan Transportation Board (MTB) sets transportation policy for the Albuquerque Metropolitan Planning Area (AMPA). The MTB is composed of elected officials from the AMPA and the NMDOT, providing a forum for making local decisions about the transportation system. Each member brings to the MTB the concerns of their particular governing body. Federal and State agencies, Kirtland Air Force Base, the Albuquerque/Bernalillo County Air Quality Control Board (AQCB), and the Isleta and Sandia Pueblos participate as advisory members. A list of current MTB members is provided on the following pages.

## **Transportation Coordinating Committee**

The Transportation Coordinating Committee (TCC) of the MTB provides for staff-level coordination of the transportation plans, programs and projects for the AMPA. The local governing bodies, including the public transportation provider (the City of Albuquerque) and the NMDOT appoint TCC members from upper level department staff. Advisory members to the TCC include representatives from participating Federal and State agencies, the NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT), the Albuquerque/Bernalillo County Air Quality Control Board, the Greater Albuquerque Bicycle Advisory Committee, and the Transit Advisory Board. A list of current TCC members is provided on the following pages.

## **Transportation Program Task Group**

The Transportation Program Task Group (TPTG) is a subgroup of the MTB's technical advisory body, the TCC. The TPTG is responsible for developing the draft Transportation Improvement Program in consultation with the MTB's Public Involvement Committee and for formulating recommendations regarding the FAABS maps. The activities of the TPTG ensure that all aspects of an issue that need to be addressed, and the information needed to address those concerns, are brought before the TCC for its consideration prior to a recommendation to the MTB. A list of current TPTG members is provided on the following pages.

## **Public Involvement Committee**

The Public Involvement Committee (PIC) provides for proactive public input throughout the transportation planning process. The PIC is an advisory body to the MTB on transportation issues. Members come from neighborhood coalitions, areas without designated neighborhood associations, and other interested groups such as the Sierra Club and the Greater Albuquerque Chamber of Commerce. A separate Mid-Region Council of Governments (MRCOG) document, P-02-05 describes the PIC and the various opportunities that are provided for public involvement throughout the transportation planning process. A list of current PIC members is provided on the following pages.



Mid-Region Council of Governments  
**METROPOLITAN TRANSPORTATION BOARD**  
**MEMBERSHIP ROSTER**

ORGANIZATION	MEMBER	ALTERNATE
Albuquerque Metropolitan Arroyo Flood Control Authority	<b>Ronald D. Brown</b> , Chair Board Member	Other Board Members
Bernalillo County	<b>E. Tim Cummins</b> , Vice Chair Commissioner	Thaddeus Lucero, Tim West
City of Albuquerque	<b>Michael Cadigan</b> , Councilor <b>Tina Cummins</b> , Councilor <b>Jay Czar</b> , Chief Administrative Officer <b>Miguel Gomez</b> , Councilor <b>Debbie O'Malley</b> , Councilor <b>Martin Heimrich</b> , Councilor	Other Councilors, Tom Menicucci, Laura Mason, Frank Roth, Mark Sanchez, Diana Trujeque, and John Castillo
Albuquerque Public Schools	<b>Robert Lucero</b> , Board Member	Berna Facio
Town of Bernalillo	<b>Kelly Moe</b>	Maria Rinaldi
Bernalillo County	<b>Alan B. Armijo</b> , Commissioner <b>Michael Brasher</b> , Commissioner	Other Commissioners Nathan Masek, Steve Miller
Village of Corrales	<b>Laurie Rivera</b> , Councilor	Vacant
Village of Los Ranchos de Albuquerque	<b>John Hooker</b> , Mayor	Don Lopez
Middle Rio Grande Conservancy District	<b>Hector Gonzales</b> , Board Member	Subhas Shah
New Mexico Department of Transportation	<b>Rick Chavez</b> , Deputy Secretary <b>Tom Raught</b> , District 3 Engineer	Rhonda Faught, Muffet Foy Cuddy Mike Plese, Dennis Valdez
City of Rio Rancho	<b>Alonzo Clayton</b> , Councilor <b>Jim Owen</b> , Mayor	Howard Balmer, Jim Pallineck, Ken Curtis, Robert Radosevich
Rio Rancho Public Schools	<b>Lisa Cour Reid</b> , President Board of Education	Theresa Saiz
Sandoval County	<b>Elizabeth Johnson</b> , Commissioner	Debbie Hays, Chris Miller
Southern Sandoval County Arroyo Flood Control Authority	<b>John Chaney</b> , Board Member	David Stoliker
Village of Tijeras	<b>Vacant</b>	Vacant
<b>NON-VOTING ADVISORY MEMBERS</b>		
MEMBER	ORGANIZATION	ALTERNATE
Albuquerque/Bernalillo County Air Quality Control Board	<b>Stephen Pilon</b>	Paul Silverman
Federal Highway Administration	<b>Don Martinez</b>	Joe Maestas
Federal Transit Administration	<b>Lee Waddleton</b>	Pearlie Tiggs
Isleta Pueblo	<b>Dale Osborn</b>	Vacant
Kirtland Air Force Base	<b>Carlos Valdez</b>	Vacant
New Mexico Transportation Commission	<b>Norman Assed</b>	Vacant
Sandia Pueblo	<b>Sharon Hausam</b>	Vacant

Revised 1-15-04



Mid-Region Council of Governments'  
**METROPOLITAN TRANSPORTATION BOARD'S  
 TRANSPORTATION COORDINATING COMMITTEE  
 MEMBERSHIP ROSTER**

ORGANIZATION	MEMBER	ALTERNATE
Sandoval County, Planning & Zoning	<b>Bradley Stebleton</b> , Chair	Vacant
New Mexico Department of Transportation	<b>Mike Plese</b> , Vice Chair <b>Dan Stover</b>	Dennis Valdez Patricia Oliver-Wright
City of Albuquerque, Council Services	<b>Tom Menicucci</b>	Vacant
City of Albuquerque, Environmental Health	<b>Dan Warren</b>	Neal Butt, Catalina Lehner
City of Albuquerque, Planning Department	<b>Joel Wooldridge</b>	Jon Messier, Manjeet Tangri
City of Albuquerque, Department of Municipal Development	<b>John Castillo</b>	Ed Adams, Wilfred Gallegos, John Hartmann
City of Albuquerque, Traffic Engineering	<b>David Harmon</b>	Bill Coleman
City of Albuquerque, Transit Department	<b>Vacant</b>	Jim Hamel
Albuquerque Public Schools Property Management	<b>Charles Atwood</b>	Patrick Garcia
Albuquerque Metropolitan Arroyo Flood Control Authority	<b>John Kelly</b>	Loren Meinz
Town of Bernalillo Planning & Zoning	<b>Kelly Moe</b>	Maria Rinaldi
Bernalillo County County Manager's Office	<b>Steve Miller</b>	Vacant
Bernalillo County Public Works Department	<b>Nathan Masek</b>	Vacant
Bernalillo County Zoning, Building, Planning Department	<b>Dan Beaman</b>	Brennen Williams
Village of Corrales Administration	<b>Vacant</b>	Claudia Smith
Village of Los Ranchos de Albuquerque Building and Planning	<b>Cyndie Tidwell</b>	Jessica Wilkens Hank Rosoff
Middle Rio Grande Conservancy District Environmental Planning	<b>Sterling Grogan</b>	Ray Gomez
City of Rio Rancho City Development	<b>Vacant</b> <b>Ken Curtis</b>	Leonard Rivera
Rio Rancho Public Schools	<b>Vacant</b>	Vacant
Southern Sandoval County Arroyo Flood Control Authority Executive Director	<b>David Stoliker</b>	Robert Foglesong
Village of Tijeras	<b>Vacant</b>	Vacant
NON-VOTING ADVISORY MEMBERS		
ORGANIZATION	MEMBER	ALTERNATE
City of Albuquerque Aviation Department	<b>Dewey V Cave</b>	Jim Hinde
City of Albuquerque Parks and Recreation	<b>David Flores</b>	Vacant
Albuquerque/Bernalillo County Air Quality	<b>Stephen Pilon</b>	Paul Silverman
Bernalillo County Transportation	<b>Orville Pratt</b>	Vacant
Federal Highway Administration	<b>Joe Maestas</b>	Greg Rawlings
Greater Albuquerque Bicycling Committee	<b>David Reynolds</b>	Vacant
Kirtland Air Force Base	<b>Carlos Valdez</b>	Vacant
Sandia Pueblo	<b>Sharon Hausam</b>	Vacant
Transit Advisory Board	<b>Daniel Dunne</b>	Vacant

Revised 11/5/03



Mid-Region Council of Governments  
**METROPOLITAN TRANSPORTATION BOARD'S  
 PUBLIC INVOLVEMENT COMMITTEE  
 MEMBERSHIP ROSTER**

<b>ORGANIZATION</b>	<b>MEMBER</b>	<b>ALTERNATE</b>
City of Albuquerque – District 4	<b>Cliff Richardson</b> , Chair	Vacant
City of Albuquerque – District 7	<b>Timothy Sanchez-Brown</b> , Vice Chair	Vacant
1000 Friends of New Mexico	<b>Charles Becknell</b>	Dolph Barnhouse
Airport Neighbors Alliance	<b>Alan Marks</b>	Vacant
City of Albuquerque – District 1	<b>Joe Valles</b>	Vacant
City of Albuquerque – District 2	<b>Jens Deichmann</b>	Vacant
City of Albuquerque – District 3	<b>Mardon Gardella</b>	Florencio Baca
City of Albuquerque – District 5	<b>Laura Horton</b>	Vacant
City of Albuquerque – District 6	<b>Douglas Maxwell</b>	William Konopik
City of Albuquerque – District 8	<b>Darrell Spreen</b>	Vacant
City of Albuquerque – District 9	<b>Matthew Blain</b>	Vacant
Town of Bernalillo	<b>Vacant</b>	Vacant
Bernalillo County – District 1	<b>Colin E. Hart</b>	Vacant
Bernalillo County – District 2	<b>Orlando Olivas</b>	Vacant
Bernalillo County -- District 3	<b>Marianne Dickinson</b>	Robert Messenger
Bernalillo County – District 4	<b>Larry Weaver</b>	Robert Prendergast
Bernalillo County – District 5	<b>Bob Morrell</b>	Vacant
Bernalillo County West Side Member at Large	<b>John Wade</b>	Vacant
Village of Corrales	<b>Richard Foote</b>	Robert Bell
Economic Forum	<b>Linda Wedeen</b>	Vacant
Greater Albuquerque Bicycling	<b>John Myers</b>	Jeff Norenburg
Greater Albuquerque Recreational Trails Committee	<b>John Weber</b>	Missy Simnacher
League of Women Voters	<b>Helen Wright</b>	Margaret Prince
Local Emergency Planning Committee	<b>Vacant</b>	Vacant
Village of Los Ranchos de Abq	<b>Vacant</b>	Harry Weill
NM/National Association of Industrial and Office Parks	<b>Toby Atencio</b>	Kerry Davis
New Mexico Public Interest Research	<b>Leanne Leith</b>	Jeanne Bassett
City of Rio Rancho	<b>Eric Wrage</b>	Vacant
Shared Vision	<b>James Strozier</b>	Vacant
Sierra Club	<b>Stefan Verchinski</b>	Ralph Wrons
Sandia National Laboratories	<b>Ted Wolff</b>	Ed Tooley
Sandoval County	<b>Vacant</b>	Vacant
USDOI National Park Service	<b>Michael Quijano</b>	Diane Souder
<b>NON-VOTING ADVISORY MEMBERS</b>		
<b>ORGANIZATION</b>	<b>MEMBER</b>	<b>ALTERNATE</b>
American Lung Association	<b>Mickey Loeb</b>	Vacant
Intel	<b>Alexander Finale</b>	Mary McCarthy
Kirtland Air Force Base	<b>Carlos Valdez</b>	
NMDOT	<b>Frank Esparza</b>	
Rio Rancho Chamber of Commerce	<b>Debbi Moore</b>	

Revised 11-15-03

**Appendix C - Resolutions Modifying the Street and Bikeway Maps,  
December 2000 to January 2004**

## **Appendix D - Addendum to the Long Range Roadway System**

## Appendix D - Addendum to the Long Range Roadway and Transit Systems

### I. RIGHTS OF WAY

**A. Principal Arterials.** Principal arterials shall be 156 feet. However, the required right-of-way width for principal arterials in established urban and central urban areas, as defined in the Albuquerque/Bernalillo County Comprehensive Plan, in established urban and central urban areas, as defined in the Albuquerque/Bernalillo County Comprehensive Plan, is 124 feet. In the City of Rio Rancho, the minimum right-of-way is 106 feet. The following exceptions to the General Standards for right-of-way for principal arterial streets have been established by resolution of the MTB.

Principal Arterial Facility	Segment	Established Right-of-Way Width
1. Alameda Boulevard	Albuquerque Municipal Boundary east to Eubank Blvd	124 feet
	Current (9/86) municipal limits of the City of Albuquerque (west of Washington Street) to 4th Street	86 feet
2. Arenal Road	S. Coors to Unser connection	156 feet
3. Bridge Boulevard	Coors Boulevard to Isleta Boulevard	86 feet
	Isleta to the Rio Grande	100 feet
4. Coors Boulevard	Central Avenue to N.M. 528	156 feet
5. Coors By-Pass	Coors Boulevard to N.M. 528	156 feet
6. Coors N/S Connection	S. Coors Boulevard to Central Ave	156 feet
7. Eubank Boulevard	to Paseo del Norte	156 feet
8. Gibson Boulevard	Unser to 118th	124 feet
	I-25 to Yale Boulevard	156 feet
	Yale Boulevard to just east of Carlisle Boulevard	137 feet
	Just east of Carlisle Boulevard to Quincy Street	120 feet
	Quincy Street to San Mateo Boulevard	156 feet
	San Mateo Boulevard to Louisiana Boulevard	100 feet
Louisiana Boulevard to just west of Wyoming Boulevard	175 feet	

	Just west of Wyoming Boulevard to the Juan Tabo/Central intersection	156 feet
	Central Avenue to I-40	124 feet
9. Isleta Boulevard	I-25 to Bridge Boulevard	86 feet
10. Juan Tabo Boulevard	Gibson Boulevard and Central Avenue	156 feet
	Central Avenue to I-40	124 feet
11. Montano Road	Unser Boulevard to Coors Boulevard	106 feet
12. N.M. 528	Coors Boulevard to the Bernalillo/Sandoval County line	156 feet
13. Osuna Road	2nd Street to I-25	150 feet
14. Paseo del Norte	Paseo del Volcan to Coors Boulevard	156 feet
15. Paseo del Volcan, Western Alignment	I-40 to NM550	400 feet
16. Rainbow Boulevard	Bernalillo/Sandoval County line to Northern Boulevard	156 feet
17. Rio Bravo Boulevard	I-25 to Paseo del Volcan	200 feet
18. Tower Road	Bridge to North/South Coors Bypass	156 feet
19. Tramway Boulevard	North boundary of the Elena Gallegos Grant line to the south boundary of the Sandia Indian Reservation	200 feet
	South boundary of the Elena Gallegos Grant line to San Antonio Drive	232 feet
20. Unser Boulevard	Isleta Reservation Boundary to Northern Boulevard in Rio Rancho	156 feet
21. Westside Boulevard	Golf Course Road to NM528	98 feet
21. Wyoming Boulevard	Domingo Baca Arroyo to Paseo del Norte	156 feet
22. Zuni Road	Washington Street to Madeira Drive	106 feet
	Madeira Drive to Wyoming Boulevard	80 feet

**B. Minor Arterial.** Minor arterial streets shall have right-of-way widths of 86 feet. The following exceptions to the General Standards for right-of-way for minor arterial streets have been established by resolution of the MTB.

Minor Arterial Facility	Segment	Established Right-of-Way Width
1. 4th Street	I-40 to 2nd Street	80 feet
2. Academy Road	San Mateo to Tramway	106 feet
3. Edith Boulevard	Osuna to Alameda Road	68 feet
4. Golf Course Road	Paseo del Norte to Taylor Ranch Road/La Orilla intersection	106 feet
5. Irving Boulevard	Unser Boulevard to Coors Boulevard	106 feet
6. Ladera Rd	98th Street to Atrisco Drive	106 feet
7. Montano Road	Coors Boulevard to Guadalupe Trail	106 feet
8. Paradise Boulevard	Universe to Golf Course Road	106 feet
	Golf Course Road to Eagle Ranch Road	124 feet
9. Rio Grande Boulevard	Griegos Road to Alameda Boulevard	68 feet
10. San Antonio Drive	I-25 to Wyoming Boulevard, consisting of a one-way pair	
	Westbound lane	43 feet
	Eastbound lane	46 feet
11. St. Joseph's Drive	Atrisco Drive to Coors Boulevard	106 feet
12. Taylor Ranch Road	Montano Road to La Orilla Road	106 feet
13. Tower Rd	North/South Coors to 98th Street	100 feet

**C. Collector.** Collector streets shall have right-of-way widths of 68 feet. The following exceptions to the General Standards for right-of-way for collector streets have been established by resolution of the MTB.

Collector Facility	Segment	Established Right-of-Way Width
1. Browning Street	San Rafael Avenue to Modesto Avenue	86 feet
2. Burlison Drive	Academy Boulevard to Wyoming Boulevard	86 feet

3. Dellyne Avenue	Unser Boulevard to Coors Boulevard	64 feet
4. Eagle Ranch Road	Coors Boulevard to Coors Bypass	86 feet
5. Holbrook	San Francisco/Coronado to Paseo del Norte	64 feet
6. La Orilla Road	Taylor Ranch Road to Coors Boulevard	100 feet
7. Loma Larga (Corrales Canal Alignment)	Cabezon Road to Corrales Road	60 feet
8. Lowell Street	Spain Road to Academy Boulevard	86 feet
9. Martin Luther King, Jr.	I-25 to University Boulevard	86 feet
10. Mojave	Homestead Circle to Unser Boulevard	60 feet
11. Ouray Road	Unser Boulevard to 57th Street	86 feet
12. Quail Road	57th Street to Corona Street	86 feet
13. San Francisco Drive	Wyoming Boulevard to Barstow Street	64 feet
14. San Pedro Drive	San Bernardino to Florence Avenue	80 feet
	Florence Avenue to Sandia Indian Reservation	86 feet
15. Taylor Ranch Road	La Orilla to Calle Nortena	106 feet
16. Tesuque Drive	Homestead Circle to Montano Road	60 feet

## II. ANTICIPATED FUNCTIONAL CLASSIFICATIONS IN LOCATION STUDY CORRIDORS

The anticipated functional classifications of streets within Location Study Corridors on the Long Range Roadway System map are as follows, if they have been determined. Right-of-way needs for facilities within Location Study Corridors designated on the Long Range Roadway System map shall be determined by a corridor study.

Corridor	Termini	Anticipated Functional Classification
1. 90th Street Corridor	Central Avenue to Bluewater Road	Collector
2. 118th Street Corridor	Pajarito Corridor to I-40	Minor Arterial
3. Alexander Corridor	Singer Boulevard to Osuna Road	Collector
4. Bridge Study Corridor	Bridge Boulevard at the Rio Grande Bridge to I-25	Principal Arterial

5. Gibson West Corridor	118th to Paseo del Volcan	Principal Arterial
6. Gun Club Corridor	118th Street Corridor to existing Gun Club Road	Collector
7. Irving Corridor	Paseo del Volcan to Rainbow	Minor Arterial
8. Juan Tabo Extension Corridor	Extension of Juan Tabo to KAFB	Principal Arterial
9. Laurelwood/Airport Corridor	Central Avenue to Ladera Drive	Collector
10. Lead/Coal Corridor	Alcalde Place to San Mateo Boulevard	Principal Arterial
11. Los Picaros Corridor	2nd Street to Broadway	Collector
12. Louisiana (North) Corridor	Elena Balboa Corridor to Tramway Road	Minor Arterial
13. McMahon Corridor	Rainbow to the Paseo del Volcan Corridor	Principal Arterial
14. Northwest Loop Road Corridor	I-40 to NM 44	Principal Arterial
15. Pajarito Corridor	Southwest Transportation Corridor/Paseo del Volcan Corridor to I-25	Principal Arterial
16. Paseo del Volcan Corridor, Eastern Alignment	Paseo del Norte to Southern	Limited access Principal Arterial
17. Paseo del Volcan Corridor, Western Alignment	I-40 to Senator Dennis Chavez	Limited access Principal Arterial
18. Progress Corridor	Progress Boulevard to the Northwest Loop Road Corridor	Principal Arterial
19. Rainbow Corridor	Atrisco Drive to the Sandoval/Bernalillo County line	Principal Arterial requiring a right-of-way width of 156 feet
	Northern end of Rainbow to the Northwest Loop Road Corridor	Principal Arterial
20. San Mateo North Corridor	Roy Avenue to Sandia Reservation boundary	Collector
21. Second/Third Study Corridor	Second and Third Streets from Coal Avenue to south of Bridge Boulevard	Two Principal Arterials
22. Southwest Transportation Study Corridor	Senator Dennis Chavez Boulevard to I-25	Access controlled Principal Arterial
23. Sunport Boulevard	I-25 to Broadway (NM47)	Limited access Principal Arterial
24. Tingley Study Corridor	Tingley Drive from Central Avenue to Bridge Boulevard	Collector

25. Universe Corridor	Irving Boulevard to Westside Boulevard	Minor Arterial
26. Unser Boulevard Corridor	Gun Club Road to Isleta Reservation boundary	Limited access Principal Arterial
27. Westside Corridor	Rainbow to the Paseo del Volcan Corridor	Principal Arterial

### III. ACCESS LIMITATIONS

Certain facilities shall have access limitations to a greater degree than would normally be expected in order to increase their primary function of moving large volumes of traffic. It is intended that the local government represented on the Mid-Region Council of Governments' Metropolitan Transportation Board which has jurisdiction over the affected facility and/or adjacent land will coordinate access to lands along that facility, and that all affected property owners of record will be notified by that government as to the nature of the limitations proposed and of the public hearing where the policy will be established. It is further intended that, for those facilities under the jurisdiction of the State of New Mexico, the responsible local government shall coordinate the proposed actions with the New Mexico Department of Transportation. The following access limitations for proposed and existing facilities have been established by resolution of the MTB. The MTB resolution number(s) is shown within parenthesis after each facility name. Intended limitations for facilities for which Location Study Corridor have not been completed are listed in Section II.

#### A. Coors Boulevard (R-81-7, R-84-6, R-84-9, R-86-7, R-86-22, R-93-11, R-95-2, R-95-21, R-01-24, R-03-02)

Primary access to Coors Boulevard from Arenal Road to N.M. 528 is as described below. Right-in/right-out and driveway access are described in the Coors Corridor Plan. Additional restrictions may be imposed as per the adopted Coors Corridor Plan.

1. Arenal Road to Central Avenue	As currently (July 1986) designed
2. Central Avenue to N.M. 528	a. Central Avenue (full intersection)
	b. Bluewater Road (full intersection)
	c. Fortuna Road (full intersection)
	d. Hanover Road (full intersection)
	e. I-40 Interchange (full intersection)
	f. Los Volcanes Road (full intersection)
	g. Quail Road (full intersection)
	h. Sequoia Road (full intersection)
	i. St. Joseph's Drive (full intersection)
	j. Western Trail (full intersection)

	k. Southerly portion of La Luz (full intersection)		
	l. Dellyne Avenue (full intersection)		
	m. Montano Road (interchange)		
	n. Montano Plaza Drive (full intersection)		
	o. La Orilla Road (full intersection)		
	p. Midpoint between El Malecon and La Rambla (access to the east only)		
	q. Eagle Ranch Road (full intersection)		
	r. Paseo del Norte (interchange)		
	s. Irving Boulevard (full intersection)		
	t. Coors By-Pass (interchange)		
	u. Coors Bypass - northerly entrance to Cottonwood Mall (left-in/right-in/right-out access only)		
	v. Eagle Ranch Road - intersection with Coors By-Pass (full intersection)		
	w. Seven-Bar Loop Road - intersection with Coors By-Pass (full intersection with right turns only from Seven-Bar Loop Road)		
	x. Ellison Drive - intersection with Coors By-Pass Road (interchange)		
	y. N.M. 528 - intersection with Coors By-Pass (interchange)		
<b>B. Gibson Boulevard (R-86-5, R-86-9, R-89-15, R-90-11, R-91-9, R-96-4, R-95-21, R-03-11, R-03-31)</b>			
1. I-25 to San Mateo Boulevard	High-capacity, high-speed, limited access Principal Arterial	b. Use by heavy trucks is restricted.	
		c. I-25 frontage road (east side) to Mulberry - No access allowed	
		a. Full access is limited to the following approximately one-half mile at-grade intersections	1) I-25 frontage Road
			2) Midway between Mulberry and University - T intersection to the north
			3) University Boulevard
4) Yale Boulevard			
		5) Girard Boulevard	

			6) San Mateo Boulevard
		c. Partial access is limited to the following locations:	1) Mulberry - right-in/right-out/left out
			2) Midway between Yale and University Boulevard - right-in, right-out to the south
2. San Mateo Boulevard to Louisiana Boulevard	Principal Arterial with full access limited to approximately one-quarter mile intervals, right-in/right-out driveway access allowed, and provision for emergency vehicle access where required		
3. Louisiana to Juan Tabo Boulevard	a. High-capacity, high-speed, limited access Principal Arterial with access limited to approximately one-half mile at-grade intersections.	1) Eubank Boulevard	
		2) Elizabeth Street	
		3) Juan Tabo Boulevard	
	b. Right-in/right-out access at one-quarter mile intervals if required	1) Eubank Boulevard to Elizabeth Street at approximately one-quarter mile intervals both north and south (right-in/right-out access)	
		2) Elizabeth Street to Juan Tabo Boulevard at approximately one-quarter mile intervals both north and south (right-in/right-out access)	
c. Shall follow the north alignment and lie entirely on KAFB property to Eubank Boulevard East of Eubank Boulevard the corridor will follow and encompass existing Southern Boulevard			
<b>C. Juan Tabo Boulevard (R-86-9, R-91-9)</b>			
1. Gibson Boulevard to I-40	Full access only at Central Avenue and I-40		
2. Intersection of Skyline Road and Juan Tabo Boulevard	T-intersection to the east with a median opening		

<b>D. McMahon Boulevard (R-2000-11)</b>	
Access is provided for full intersections along McMahon Boulevard at approximately 1000 foot intervals. Access is provided for T intersections and right-in/right-out driveways provided they are no closer than approximately 400 feet to adjacent intersections.	
<b>E. Montano Road (R-80-5, R-84-9, R-86-14)</b>	
No access shall be permitted between Coors Boulevard and just east of Rio Grande Boulevard	
<b>F. Paseo del Norte (R-85-3, R-86-8, R-86-15, R-86-17, R-86-24, R-88-6, R-01-24, R-03-26)</b>	
A potential future freeway type facility from Coors Boulevard to Louisiana Boulevard, Paseo del Norte shall be a limited access Principal Arterial. Access to Paseo del Norte shall be permitted only as specified by resolution of the MTB and shall be limited to one of the following three types of interchange intersections. These three types are defined and locations of access are specified below.	
TYPE A: Interchange configuration	
TYPE B: At-grade dedicated street intersection with median opening	
TYPE C: At-grade dedicated street intersection without median opening	
TYPE A: Interchange configuration	<ol style="list-style-type: none"> <li>1. Coors Boulevard</li> <li>2. I-25</li> <li>3. 2nd Street</li> </ol>
TYPE B: At-grade dedicated street intersection with median opening and traffic signalization, as warranted. At approximately one-half mile intervals, or as identified on the Long Range Roadway System, and specifically located at the following intersections. Additional Type B intersections may be permitted if they subsequently are added to the Long Range Roadway System and meet the approximate one-half mile interval criteria.	<ol style="list-style-type: none"> <li>1. Paseo del Volcan</li> <li>2. Boulevard del Oeste, extended</li> <li>3. T intersection to the north mid-way between Boulevard del Oeste and Rainbow Boulevard</li> <li>4. Rainbow Boulevard</li> <li>5. Universe Boulevard</li> <li>6. Unser Boulevard</li> <li>7. Kimmick Drive</li> <li>8. Taylor Ranch Corridor (T-intersection to the south)</li> <li>9. Golf Course Road</li> </ol>

	10. Unnamed Collector midway between Eagle Ranch Road and Golf Course Road
	11. Eagle Ranch Road
	12. Jefferson Street
	13. San Pedro Drive
	14. Louisiana Boulevard
	15. Wyoming Boulevard
	16. Barstow Street
	17. Ventura Street
	18. Holbrook Street
	19. Eubank Boulevard
	20. Browning Street
	21. Lowell Street
	22. Tramway Blvd
TYPE C: At-grade dedicated street intersection without median opening	1. Rancho de Palomas (south side of Paseo del Norte between Wyoming and Louisiana)
	2. Between I-25 and San Pedro Boulevard, to serve the south side parcel to and from Paseo del Norte
<b>G. Paseo del Volcan Western Alignment (R-82-12, R-86-22, R-90-13, R-93-8, R-03-17)</b>	
A high-speed, high-capacity, limited access principal arterial from I-40 on the south to US550. It is the desire of the MTB that Paseo del Volcan shall ultimately be developed to freeway standards and that ultimate access shall be provided via interchanges at approximately 1 mile intervals. Prior to ultimate development, at-grade intersections with median openings at other than one-mile intervals may be permitted when approved by the MTB. When ultimate access control on Paseo del Volcan is implemented, reasonable access will be provided to adjacent properties. An access control plan for adjacent and intersecting streets shall be developed through subsequent location corridor studies. The following access policy has been established.	
I-40 on the south to US550 on the north Limited to approximately one-mile intervals, as follows:	1. Approximately 1.4 miles north of I-40
	2. Approximately 2.5 miles north of I-40
	3. Approximately 3.6 miles north of I-40
	4. Approximately 4.6 miles north of I-40, on the north boundary line of the Town of Atrisco Grant

	5. Approximately 7.8 miles north of I-40, on the south boundary line of the Town of Alameda Grant
	6. Approximately 9.6 miles north of I-40, at proposed Paseo del Norte
	7. Approximately 10.7 miles north of I-40
	8. 19th Avenue
	9. Southern Boulevard
	10. West Sandia Boulevard
	11. Northern Boulevard
	12. 19th Avenue North
	13. Vista Road
	14. Rainbow Boulevard
	15. 20th Street (Unser Boulevard)
	16. 30th Street
	17. 40th Street
	18. Iris Road
	19. Lincoln Avenue
	20. Approximately 1.1 miles north of Lincoln Avenue
<b>H. Paseo del Volcan (Eastern Alignment) (R-03-17, R-04-01)</b>	
A high-speed, high-capacity, limited access principal arterial from the southern terminus at Senator Dennis Chavez Boulevard to the northern terminus at Southern Boulevard in Rio Rancho. The purpose of Paseo Del Volcan (Eastern Alignment) is to provide a relatively high-speed regional roadway connecting Paseo Del Norte with I-40, reasonable direct access to the Double Eagle II Airport from both Paseo del Norte and I-40, and limited but viable access to commercial and residential properties adjacent to the roadway. The following access policy has been established:	
1. Senator Dennis Chavez Boulevard to I-40.	<p>a. Full intersection permitted at Tierra West Estates Road, approximately one-half mile south of Central Avenue.</p> <p>b. Access between Tierra West Estates Road and Senator Dennis Chavez Boulevard shall be provided for full intersections at approximately one half mile intervals and for "T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.</p>

2. I-40 to Double Eagle II Airport southern boundary.	a. No intersections and/or driveways permitted between I-40 and 1/2 mile north of I-40	
	b. Full intersection permitted only at:	1) 3,460 feet north of I-40
		2) Ladera Drive
		3) 118th Street
c. "T" intersections and right-in/right-out driveways permitted at approximately one-quarter mile intervals between 1/2 mile north of I-40 and Double Eagle II Airport, as follows:	4) 98th Street	
	5) Upper Street	
3. Double Eagle II Airport southern boundary to Double Eagle II Airport northern boundary.	No access permitted except as prescribed by the Double Eagle II Airport Master Plan.	
4. Double Eagle II Airport northern boundary to Southern Boulevard in Rio Rancho.	Access shall be provided for "T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.	
<b>I. Rio Bravo (R-85-13, R-86-9, R-86-31, R-88-8, R-90-5, R-01-24)</b>		
A high-speed, high-capacity limited access Principal Arterial between I-25 and Paseo del Volcan, Western alignment		
1. Full interchange, at-grade Street intersections shall occur at one-half mile intervals and shall be limited to at-grade street intersections with median openings and traffic signalization, as warranted, or interchange configurations. These intersections shall be located at the identified locations. Additional at-grade street intersections with median openings or interchanges may be permitted at approximately one-half mile intervals if added to the Long Range Roadway system.	a. Paseo del Volcan	
	b. 118th Street	
	c. 98th Street	
	d. Unser Boulevard	
	e. Condershire Drive	
	f. Coors	
	g. Sunstar Drive	
	h. La Junta Drive	
	i. Del Rio Road	

	j. Isleta Boulevard
	k. Poco Loco Drive
	l. 2nd Street
	m. Prince Street
	n. Broadway Boulevard
	o. University Boulevard
	p. San Mateo Blvd
2. I-25 to Coors Boulevard SW Right-in/right-out access may be permitted without median openings approximately one-fourth mile from the nearest permitted intersection if special conditions are demonstrated and the location of such access points is approved by the MTB	Access to eastbound Rio Bravo Boulevard, just east of the San Jose Drain between 2nd and Prince Street.
3. Approximately 250 feet east of Broadway	Right-turn in only is permitted on north side of Rio Bravo
4. Loris Drive	T-intersection is allowed
<b>J. San Mateo Boulevard</b> (R-86-9, R-86-14, R-86-22)	
Access to San Mateo Boulevard between I-40 and the Rio Bravo East Extension Corridor shall be as listed below.	
1. I-40 to Zuni Road	As currently (July 1986) provided
2. Zuni Road to Gibson Boulevard	a. As shown in the final design.
	b. Northbound directional left-turn median opening between Kathryn Avenue and Southern Avenue
3. Gibson Boulevard to the Rio Bravo East Extension Corridor	High degree of access control
<b>K. Tramway Boulevard</b> (R-82-3, R-82-10, R-84-19, R-86-13)	
A general policy of limiting full access to approximately one-half mile spacing with the specific access controls listed below.	
1. I-40 to Montgomery Boulevard	As currently (July 1986) constructed
2. Montgomery to the Sandia Indian Reservation	a. Montgomery Boulevard (full intersection)

	b. Vicinity of southern boundary of Elena Gallegos Grant (T-intersections east and west with no median opening)
	c. Manitoba Street (full intersection)
	d. Spain Road (full intersection)
	e. Academy Road (full intersection)
	f. Simms Park access road (T-intersection east with median opening)
	g. San Rafael Avenue (full intersection)
	h. Tramway Terrace (full intersection)
	i. San Bernardino Avenue (full intersection)
	j. Paseo del Norte (T-intersection west with median opening)
	k. Live Oak Road (full intersection)
	l. Alameda Boulevard/Cedar Hill Road (full intersection)
	m. Tramway Lane (full intersection)
<b>L. Unser Boulevard</b> (R-84-15, R-85-8, R-87-11, R-89-16, R-92-3, R-93-7, R-95-2, R-95-21, R-2000-11, R-2001-9, R-2001-11, R-02-17, R-03-19, R-2001-24, R-03-25)	
A high capacity, limited access Principal Arterial from Gun Club Road to US 550 with full access at-grade intersections at one-half mile intervals. Right-in, right-out access points may be located at approximately one-quarter mile intervals, provided the access location does not degrade traffic flow and upon review by the TCC and approval by the MTB. This policy will serve as guidance to future corridor or access studies for Unser Boulevard south of Gun Club. Access is provided as listed below.	
1. Rio Bravo Boulevard To Central Avenue	a. Full-access intersections at:
	1) Rio Bravo (Senator Dennis Chavez) Boulevard
	2) Midway between Rio Bravo and Blake Road
	3) Blake Road
	4) Gibson Boulevard w/ Spring Flower Road
	5) Arenal Road/Sapphire Road
	6) Sage Road
	7) Tower Road
8) Bridge Boulevard	

	b. Partial-access intersections at:	<ul style="list-style-type: none"> <li>1) Central Avenue</li> <li>2) Freshwater Road (right-in/right-out access to the east)</li> <li>3) Kimela Drive (right-in/right-out access to the west)</li> <li>4) San Ygnacio Road (right-in/right-out access to the east and west)</li> <li>5) Eucariz Avenue (right-in/right-out access to the east and west)</li> <li>6) Sunset Gardens Road (right-in/right-out access to the west)</li> <li>7) 475 feet north of the centerline of Tower Road (right-in/right-out access to the east)</li> <li>8) Gwin Road (right-in/right-out access to the east)</li> <li>9) Frederick Lane (right-in/right-out access to the east)</li> </ul>
2. Central Avenue to Ouray Road	a. Central Avenue to Ouray Road shall be limited to full access intersections	<ul style="list-style-type: none"> <li>1) Central Avenue</li> <li>2) Bluewater Road</li> <li>3) Los Volcanes Road</li> <li>4) Interstate 40 (grade-separated full interchange)</li> <li>5) Ladera Drive</li> <li>6) 98th Street</li> </ul>
	b. Partial access intersections at approximately one-quarter mile intervals shall be provided at the following specified locations:	<ul style="list-style-type: none"> <li>1) 98th Street to Ouray Road - Access to the east at "Old Ouray Road", approx. 950 ft south of Ouray Road (New) and Unser Boulevard (right-in and right-out)</li> <li>2) 98th to Ladera - Access to the east at "La Mirada" (right-in and right-out)</li> <li>3) Central Avenue to Bluewater Road - Access to the east at Sarracino Place until the adjacent properties redevelop or when the ultimate roadway is constructed. Permanent access will be reevaluated at that time through a traffic study.</li> <li>4) Bluewater to Los Volcanes Road - east side of Unser approximately 700 feet north of Bluewater (right-in/right-out access)</li> </ul>

3. Ouray Road and Dellyne Avenue	a. Full access, at-grade intersections	1) Ouray Road	
		2) St. Joseph's Avenue	
		3) Western Trail	
	b. Partial access intersections at approximately quarter mile intervals	1) Ouray Road to St. Joseph's	a) West at St. Joseph's Loop (right-in and right-out)
			b) 950 feet south of Ouray (right-in right-out, on the east side)
		2) St. Joseph's Avenue to Western Trail	a) East at Vista Alegre Street (right-in/right-out)
			b) West at Lava Shadows Loop (right-in/right-out)
			c) East - location to be coordinated with property owners (right-in/right-out)
		3) Western Trail to Dellyne Avenue	a) West at Vulcan Parkway (right-in/right-out with a directional north-to-west left turn only)
			b) East between the proposed Atrisco Drive cul-de-sac and the San Antonio Arroyo - location to be coordinated with property owners (right-in/right-out)
c) East between the San Antonio Arroyo and Dellyne Avenue (right-in/right-out)			
4. Dellyne Avenue to Paradise Boulevard	a. limited to full access at-grade intersections at the specified locations:	1) Montano Road	
		2) Santo Domingo Street (T-intersection to the east)	
		3) 81st Street (T-intersection to the west)	
		4) Compass Drive	
		5) Squaw Road	

		6) Paseo del Norte
		7) A point approximately halfway between Paseo del Norte and Lilienthal
		8) Lilienthal
		9) Paradise Boulevard
	b. Partial access intersections shall be provided at the specified locations:	1) Flor del Sol Place (right in/right out)
		2) Buglo Avenue (right in/right out)
		3) Bogart Street (right in/right out)
5. Paradise Boulevard to Southern Boulevard	a. Access shall be limited to full access at- grade intersections at the specified locations:	1) Cabezon Boulevard
		2) Westside Boulevard
		3) 1200 feet north of McMahan Boulevard
		4) McMahan Boulevard
		5) Bandelier Drive
		6) Irving Boulevard
		7) Paradise Boulevard
		8) Exception: The Bernalillo County Volunteer Fire Department No. 7, located immediately north of Paradise Boulevard, shall be provided with access to Unser Boulevard, including a median opening for the express purpose of serving this fire station. The median opening and driveway access to the station will be closed when Fire Department No. 7 is relocated.
	b. Partial accesses allowing only for left turns from Unser Boulevard and right- in/right-outs from the adjacent parcels shall be allowed at:	1) 700 feet north of McMahan
		2) 700 feet south of McMahan
	c. Right-in/right-out access shall be allowed at:	1) Black Arroyo Boulevard (in each direction)
		2) mid-way between Cabezon Boulevard and Southern Boulevard
		3) mid-way between Westside Boulevard and Cabezon Boulevard

	c. Until traffic safety and capacity considerations warrant their closure, local access shall be allowed at:	1) Essex Drive (right-in/right-out access to the west, and left-in access) 2) Fordham Drive (right-in/right-out access to the east) 3) Alder Drive (right-in/right out access to the west)
6. Southern Boulevard to US 550	It is strongly encouraged that this access control policy be applied to Unser between Southern and US550 to assure that the function and capacity of the roadway are protected in the future.	
<b>M. Uptown Loop Road</b>		
Access shall be as defined in the Uptown Sector Plan.		
<b>N. Westside Boulevard (R-2000-11)</b>		
Access shall be provided for full intersections at approximate one-half mile intervals and for T intersections and right-in/right-out driveways at approximate one-quarter mile intervals, except within the potential village center area of Unit 16. Here more frequent access is allowed provided that driveways are not located closer than approximately 400 feet from adjacent access points.		
<b>III. High Occupancy Vehicle and High Capacity Transit System Designations</b>		
<b>A. High Occupancy Vehicle Facilities (R-2001-24)</b>		
The following facilities have been designated on the Long Range Roadway System map as having potential as high occupancy vehicle corridors.		
1. Coors Boulevard	I-40 to Coors Bypass	
2. Coors Bypass	Coors to NM528	
3. Interstate 25	Southern MPO boundary to US550	
4. Interstate 40	Tramway to Paseo del Volcan Eastern alignment	
5. NM528	Coors Bypass to US550	

6. Paseo del Norte	Coors to I-25
7. Rio Bravo	Coors to I-25
8. US550	NM528 to I-25
<b>B. High Capacity Transit Corridors (R-2001-23)</b>	
The following corridors have been designated on the Long Range High Capacity Transit System map as having potential for development as high capacity transit facilities. These designations are anticipated to be modified following completion of further study.	
1. 4th Street/2nd Street Corridor/BNSF Tracks	Bridge to Paseo del Norte
2. Bridge Boulevard	Isleta Boulevard to 4th/2nd Street
3. Central Avenue	98th Street to Louisiana
4. Coors Bypass	Coors Boulevard to NM528
5. Coors Boulevard	Central to Coors Bypass
6. Coors Boulevard	Rio Bravo Boulevard to Old Coors Drive
7. Gibson	University to Girard
8. Isleta Boulevard	Rio Bravo to Bridge Boulevard
9. Montano Road	Coors Boulevard to Eubank Boulevard
10. NM528	Coors Bypass to US550
11. Odelia Road/Indian School Road	4th/2nd Street to Louisiana
12. Old Coors Drive	Coors Boulevard to Central
13. Paseo del Norte	Coors to 4th/2nd/BNSF Tracks
14. Sunport	Yale to Girard
15. University	Gibson to Central
16. Yale	Sunport to Central

## Appendix E - Resolutions and Certifications

## Appendix F - Metric Conversion

## CONVERSIONS FOR METRIC VALUES USED IN THE COMPARATIVE CRITERIA

47.5meters is about156 feet

32.3meters is about106 feet

26.2meters is about 86 feet

10kilometers is about6.21 miles

5kilometers is about3.11 miles

1.5kilometers is about0.93 miles

1kilometer is about0.62 miles

0.75 kilometers is about 0.47 miles

0.50 kilometers is about0.31 miles

## **Appendix G - ISSUES ADDRESSED IN THE PLANNING PROCESS**

## **ISSUES ADDRESSED IN THE PLANNING PROCESS**

The Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA21) lists seven planning emphasis areas that must be taken into account when projects and strategies are considered. These areas are addressed as appropriate throughout the AMPA's transportation planning process when both long and short term needs are considered and are reflected in MRCOG's plans and programs. The emphasis areas and a brief description of the ways that they are addressed in the Albuquerque Metropolitan Planning Area (AMPA) are provided below.

### **1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

MRCOG transportation planning initiatives continue to consider the economic vitality of the Albuquerque Metropolitan Planning Area. To facilitate this emphasis area, staff participates on economic development boards and committees throughout the region. In addition, representatives of the Economic Forum and the local Chambers of Commerce participate in the Public Involvement Committee. In FY2003, MPO staff began acting as a liaison to the Job Access/Reverse Commute program led by City of Albuquerque Transit and providing technical support as needed. This effort has enabled MRCOG to expand its staff-level knowledge of job-building needs in the region and support economic vitality. These contacts allow MRCOG to assess the economy-related needs of the transportation system and respond to those needs appropriately. Meeting the mobility needs of the workforce as well as goods movement provides ample opportunities to expand the MPA's competitiveness in the global economy.

### **2. Increase the safety and security of the transportation system for motorized and non-motorized users**

Safety is an important factor in the transportation system and is considered at both the project and area-plan levels. For example, safety considerations accounted for a large part of the need for reconstruction of the Big I and are routinely considered as part of the analyses for public transportation, bicycle and roadway projects. At the area-plan level, the local Emergency Planning Committee has a seat on the PIC and thus the opportunity to provide input to plans and the planning process. MRCOG also provides crash data as part of the region-wide statistics available in Local Motion. In addition, new vehicle classification counts are being taken on the major freight routes used by trucks to traverse the urban area. This data will be useful in developing and evaluating truck-related safety initiatives.

### **3. Increase the accessibility and mobility options available to people and for freight**

To the extent possible, MPA transportation planning efforts work towards ensuring that accessibility and mobility options are considered and moved forward. The Accessibility model activity is specifically aimed at identifying ways to increase the accessibility of the transportation system to citizens. Combined with demographic data, this work enables planning for specific target populations and communities. Data on truck movements in

and through the region which was gathered during the MRG Connections study will also prove useful in analyzing freight movements and needs.

#### **4. Protect and enhance the environment and promote energy conservation and improved quality of life**

One of the more important goals of the transportation planning process is ensuring that the transportation system is responsive to environmental considerations such as air quality. Staff continues to work towards assuring that the maintenance status for carbon monoxide continues and to monitor air quality measures related to ozone. Current and trend data concerning these issues are provided by MRCOG in Local Motion. In addition, MRCOG is a signatory of the memorandum of understanding forming the Land of Enchantment Clean Cities Corridor program. NEPA requirements are met by local governments at the project development level.

#### **5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**

MRCOG planning efforts continue to be multimodal as well as intermodal in nature. This includes ensuring the connectivity of the transportation system for goods movement as well as the mobility of the traveling public. During FY2003, bicycle/pedestrian subcommittees of the TPTG and PIC were formed. These groups are working together to provide coordination for bicycle and pedestrian issues and to assure that PIC and TPTG have vital information regarding bicycle and pedestrian concerns prior to updates to the Long Range System maps and the TIP. MPO staff also coordinates closely with the New Mexico State Bicycle/Pedestrian/Equestrian coordinator. As a result of this coordination, several interstate/bicycle interface issues have been resolved in the last year. In addition, system connectivity is addressed directly during TIP development as one of the six criteria that are used for initial project scoring. In regard to freight, data on truck movements in and through the region which was gathered during the MRG Connections study will also prove useful in analyzing freight movements and needs.

#### **6. Promote efficient system management and operation**

Efforts related to system management and operation are similar to those concerned with system preservation: the emphasis for both is ensuring that the system functions in an efficient manner. The MPO's planning activities include assessing the efficiency of the current system prior to recommending capacity improvements in the MTP. Levels of congestion are also taken into consideration during the TIP project scoring process. The MPO is also providing support to the High Capacity Transportation System Study, implementing a Congestion Management System, and providing technical support and coordination for Intelligent Transportation System planning and projects. In addition, the MPO produces historical and current data regarding housing to job ratios and other relevant factors that suggest ways to improve mobility and efficiency.

#### **7. Emphasize the preservation of the existing transportation system**

Ensuring the adequacy of the existing infrastructure is critical to continuation of the transportation system. This fact was reinforced by public input during the MRG

Connections efforts, which indicated that infrastructure preservation is a key citizen priority. MRCOG continues to focus on preserving infrastructure, emphasizing it in the goals which informed the MTP. In fact, the majority of public funds for roadways in the 2025 MTP is devoted to preserving past investments through reconstruction and rehabilitation projects. This same emphasis is expected to be present in future MTP's and TIP's.

**Appendix H - WORKSHEET FOR PROPOSING CHANGES TO FAABS  
MAPS**

**WORKSHEET FOR MAKING CHANGES TO THE  
FUTURE ALBUQUERQUE AREA BIKEWAYS & STREETS MAPS**

Date of request \_\_\_\_\_

Facility for which change is proposed \_\_\_\_\_

Termini \_\_\_\_\_ Length \_\_\_\_\_

Type of facility: Roadway \_\_\_\_ Bikeway \_\_\_\_

Type of facility: Major \_\_\_\_ Minor \_\_\_\_ Collector \_\_\_\_ Bike Trail \_\_\_\_

Bike path \_\_\_\_ Bike lane \_\_\_\_ Other \_\_\_\_\_

Agency making request \_\_\_\_\_

Contact person \_\_\_\_\_

Telephone \_\_\_\_\_ Fax \_\_\_\_\_

Please attach a formal letter from your agency/committee recommending the change. \_\_\_\_\_

Map to be changed \_\_\_\_\_

Current status \_\_\_\_\_

Description of proposed change \_\_\_\_\_

Reason for change \_\_\_\_\_

\_\_\_\_\_

Please attach a readable, reproducible map of proposed change \_\_\_\_\_

Other street and bikeway facilities which may be affected by proposed change \_\_\_\_\_

\_\_\_\_\_

What is impact, if any? \_\_\_\_\_

\_\_\_\_\_

What steps will be taken to minimize negative impacts? \_\_\_\_\_

Political jurisdictions (County or City District #) where change is being proposed

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Neighborhood associations with boundaries within one mile of proposed change \_\_\_\_\_

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Summarize any public input which has been received regarding the proposal. \_\_\_\_\_

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From the list below, please identify the type of proposal being made and supply the information required:

**1. Access deletions, additions, or changes.**

- A. Proof of concurrence by agency responsible for operating and maintaining the facility.
- B. A comparison of current traffic conditions with conditions in 20 years.
- C. Impact of proposal on safety.
- D. Impact of proposal on level of service.
- E. Impact of proposal on access to property in the vicinity.
- F. Impact of proposal on other modes of travel.

**2. Changes to facility classification.**

- A. Proof of concurrence by agency responsible for operating and maintaining the facility.
- B. Justification of proposed change in light of functional classification criteria (see page 21 of March 1998 FAABS).
- C. Impact of proposed change on network.
- D. Impact of proposed change on facility speed, access and design, adjacent land uses, etc.

**3. Changes to alignment.**

- A. Proof of concurrence by agency responsible for operating and maintaining the facility.
- B. Engineering reports or other documentation.
- C. Plat maps, if applicable.

**4. Facility/corridor addition or deletion.**

- A. Proof of concurrence by agency responsible for constructing/operating/maintaining the corridor.
- B. Impact on local and regional systems (including traffic forecasts, as appropriate).

**5. Change of status.**

- A. If change is from proposed to existing, a letter from lead agency documenting
  - 1) At least 50% of right-of-way has been acquired, or

- 2) Facility is under construction or has been completed.
- B. If change is from corridor to proposed, documentation from study establishing corridor alignment.

6. ***Other changes.***

- A. Documentation requested by MRCOG staff in consultation with TCC chairman.

## ACRONYMS OFTEN USED IN MRCOG DOCUMENTS:

AMPA - Albuquerque Metropolitan Planning Area  
FAA - Federal Aviation Administration  
FHWA - Federal Highway Administration  
FRA - Federal Railroad Administration  
FTA - Federal Transit Administration  
ISTEA - Intermodal Surface Transportation Efficiency Act of 1991  
MPO - Metropolitan Planning Organization  
MRCOG – Mid-Region Council of Governments  
RPO - Regional Planning Organization  
RPOTAC - Regional Planning Organization Technical Advisory Committee  
NMDOT - New Mexico Department of Transportation  
SPDD3 - State Planning and Development District 3  
TEA21 - Transportation Equity Act for the 21<sup>st</sup> Century  
USDOT - U.S. Department of Transportation (see DOT)

## OTHER ACRONYMS USED IN THIS DOCUMENT:

AASHTO - American Association of State Highway and Transportation Organizations  
FAABS -Future Albuquerque Area Bikeways and Streets  
GABAC - Greater Albuquerque Bicycle Advisory Committee  
GARTC - Greater Albuquerque Recreational Trails Committee  
LRBS - Long Range Bikeways System Map  
LRRS - Long Range Roadway System Map  
MTP - Metropolitan Transportation Plan  
NHS - National Highway System  
PIC - Public Involvement Committee  
RFCS - Roadway Functional Classification System Map  
TCC - Transportation Coordinating Committee  
TIP - Transportation Improvement Program  
TP - Transportation Program  
TPTG - Transportation Program Task Group  
MTB - Metropolitan Transportation Board