Appendix D — Pedestrian and Bicycle Projects Analyses

Table D-1 shows the evaluation of several proposed grade-separated crossings included in the Long Range Bicycle System. Some proposed crossings were not included, such as crossings on trails not yet constructed or on roadways not yet built.

There are several factors related to this analysis. First, the crossing implies that someone is traveling from a specific target to destinations beyond the target and is traveling in one direction (a different number of jobs and population would be accessible if traveling in the opposite direction). In this analysis the direction was chosen that would provide the largest increase in access to jobs for the population. Secondly, a four mile network radius was used. In some instances the crossing was over large barriers that have no nearby jobs or population, such as crossing the Big-I or crossing the eastern part of the Bear Canyon Arroyo.

Table D-1: Population, Jobs Accessible with Crossing

Connection	Target	Approximate Crossing Length (feet)	Increase in 2008 Population and Employees within 4 miles of Target if Crossing Existed	Current 2008 Population and Employees within 4 miles of Target	Percent Increase over Current Population
Bear Canyon Arroyo Trail crossing I-40[1]	Trail end west of I-40	800'	29,395	173,033	17.0%
Trail along Paseo del Norte crossing Coors Blvd[2]	Frontage Rd on south side of PDN before it parallels Coors	3500'	9,845	73,823	13.3%
Rio Rancho Bosque Loop Trail to Town of Bernalillo Rotary Park crossing Rio Grande River[3]	Eastern end of Calle Chaparral in Bernalillo	3500'	8,318	14,281	58.2%
I-40 Trail at 7th St to N. Diversion Channel Trail spur crossing Big I[2]	I-40 Trail end at 7th St	8000'	8,206	183,770	4.5%
N. Diversion Channel Trail crossing Osuna[1]	N. Diversion Channel Trail just north of Osuna	300'	5,516	162,269	3.4%
Bear Canyon Arroyo Trail crossing Wyoming[2]	Trail intersection with Wyoming	500'	4,473	223,431	2.0%
Bear Canyon Arroyo crossing Eubank[3]	Trail intersection with Eubank	300'	3,760	188,470	2.0%
N. Diversion Channel Trail crossing Comanche, Candelaria and Menaul[1]	Combination of three trail-street intersections	Three crossing about 200' each	3,089	306,620	1.0%
Bear Canyon Arroyo Trail crossing over Juan Tabo and extension to Tramway[2]	Trail terminus at Juan Tabo	8000'	2,154	150,922	1.4%
La Orilla crossing of Coors[3]	Intersection of La Orilla and Coors	300'	326	72,906	0.4%
Unser Trail Crossing of Spring/5th St[3]	Trail intersection with Spring/5th St	100'	266	71,755	0.4%

Notes:
[1] Funds have been dedicated to these projects and preliminary planning and design has been completed. They are anticipated to be constructed relatively soon.
[2]These projects are part of the MTP. They are anticipated to be completed by 2035.
[3]These are long-range projects. They are not necessarily anticipated to be constructed by 2035.

The following table shows the pedestrian projects in this MTP in order of their Pedestrian Composite Index (PCI) score. The PCI is discussed in Chapter 3 of the 2035 MTP.

Table D-2: Pedestrian Composite Index Scores for MTP Projects

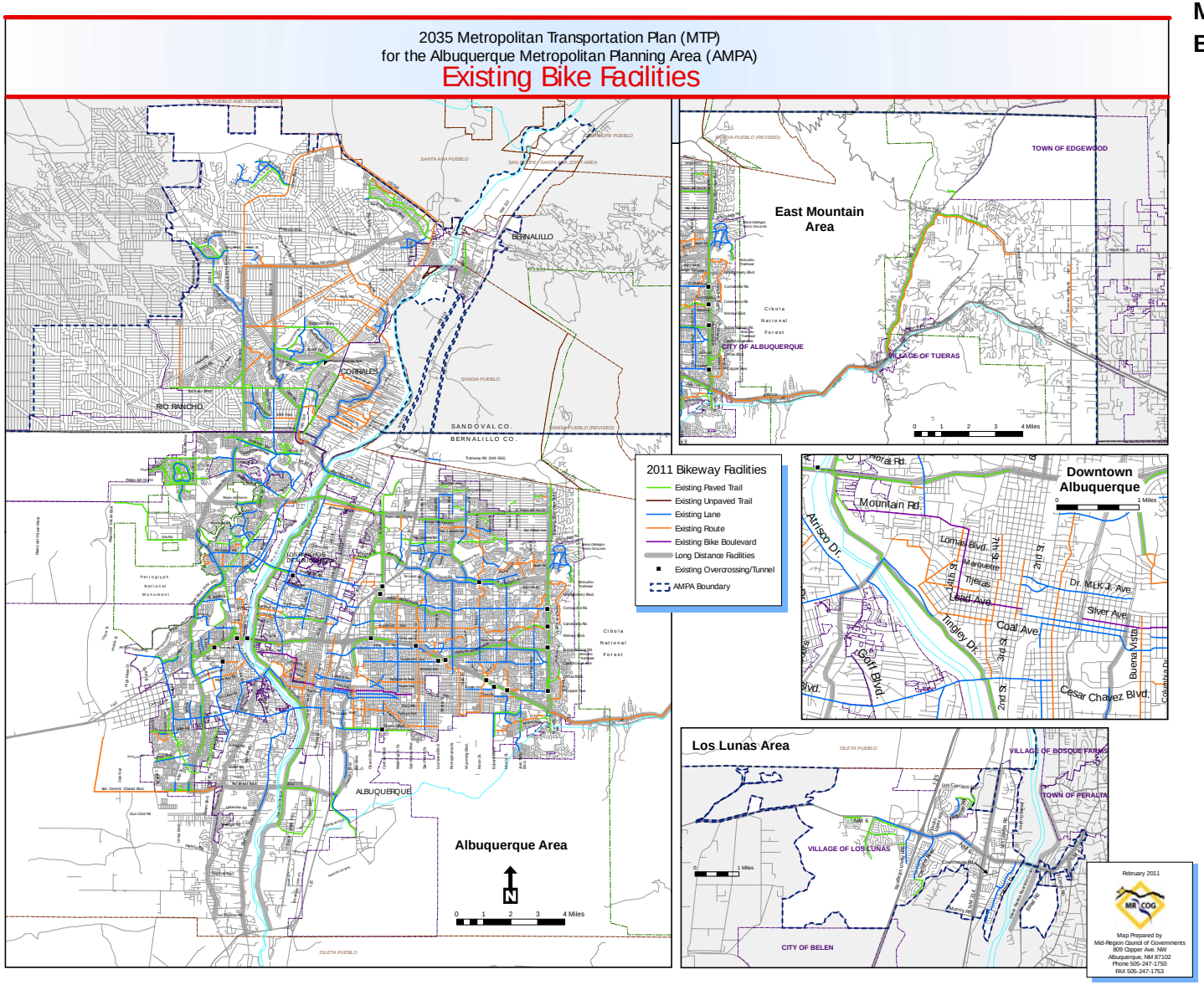
Project Type[1]	Deterrent Score	Generator Score	Composite Score: Deterrent x Generator	Project Title[2]
PS	**0.77**	**2.60**	**2.00**	**Central Ave (East Central) Streetscape - Stage I**
PS	**0.62**	**2.42**	**1.51**	**Central Ave (EDO) Streetscape**
PS	**0.85**	**1.75**	**1.49**	**Central Ave (East Central) Streetscape - Stage II**
PS	**0.84**	**1.13**	**0.95**	**Corrales Rd Bike & Ped Pathway**
PS	**0.64**	**1.46**	**0.93**	**12th St & Menaul Blvd Streetscape**
ITC	0.80	1.05	0.83	NM 314 Bike Lanes & Enhancements
PS	0.46	1.72	0.78	NM 314 & Railroad Pedestrian/Bike Crossings "A" & "B" (ARRA)
PS	**0.66**	**1.14**	**0.76**	**Bernalillo Main St Streetscape**
RP	0.94	0.81	0.76	Paradise Blvd Widening, Stage I
RP	0.87	0.84	0.73	Montano Rd Reconstruction (County)
PS	0.81	0.88	0.71	Bridge Blvd Gateway Enhancement
RP	0.78	0.90	0.70	Paradise Blvd Widening (County Segment)
PS	0.75	0.91	0.69	Bridge Blvd Reconstruction
PS	0.77	0.86	0.66	Bridge Blvd & Isleta Blvd Intersection Safety Project
PS	0.32	1.91	0.60	Mountain Rd Pedestrian Lighting & Streetscape Improvements
PS	0.77	0.76	0.59	Coors Blvd & Blake Rd Intersection Improvements
RP	1.29	0.41	0.53	2nd St bike lanes and sidewalks
RP	0.56	0.84	0.47	Woodward/Sunport bike lanes and sidewalks
PS	0.43	1.04	0.44	Lisbon Ave Sidewalk Project Phase II
RP	0.51	0.81	0.41	Alameda Blvd bike lanes, sidewalk, and trail
RP	0.52	0.75	0.39	118th St bike lanes, sidewalk and trail (Middle Section)
RP	0.52	0.75	0.39	118th St bike lanes, sidewalk and trail (Upper Section)
RP	0.91	0.40	0.37	Coors Blvd bike lanes and sidewalks

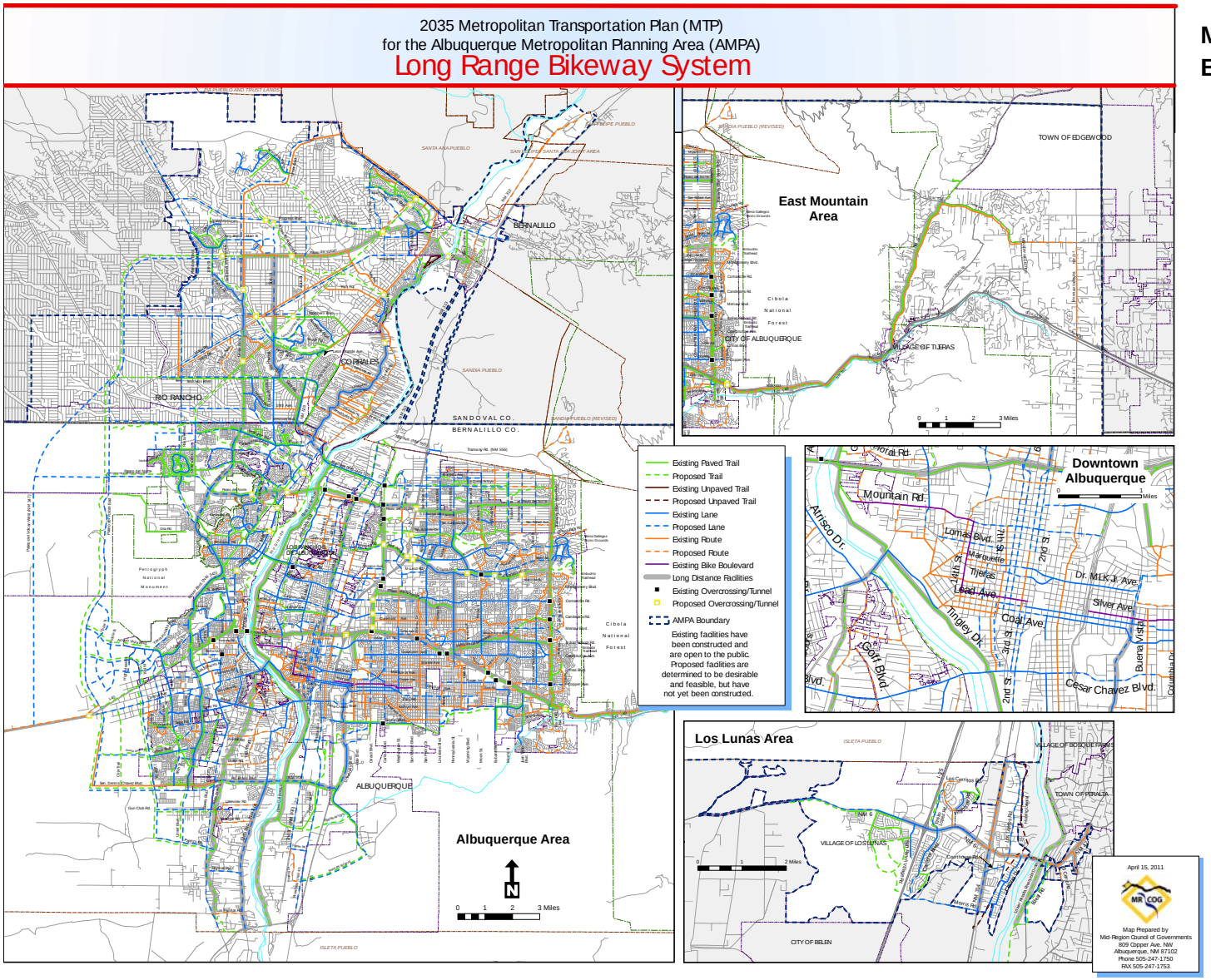
Project Type[1]	Deterrent Score	Generator Score	Composite Score: Deterrent x Generator	Project Title[2]
RP	0.93	0.33	0.31	Alameda Blvd & Alameda Park Dr Intersection Improvements
PS	0.49	0.58	0.28	Saratoga Drive Sidewalks
RP	0.54	0.51	0.27	Edith Blvd bike lanes and sidewalks
RP	0.75	0.35	0.26	Broadway Blvd & Prosperity Ave Intersection Improvements
RP	0.95	0.27	0.26	Broadway Blvd bike lanes and sidewalks
RP	0.62	0.39	0.24	2nd Street NW Reconstruction
RP	0.63	0.38	0.24	Eubank Blvd Improvements (North End)
RP	0.18	1.24	0.22	Camino Don Tomas (ARRA)
RP	0.18	1.24	0.22	Camino Don Tomas (ARRA) Phase II
RP	0.84	0.26	0.22	Northern Blvd Expansion - Phase 2
RP	0.52	0.36	0.19	Rio Grande Blvd bike lanes and sidewalks
RP	0.48	0.34	0.17	Northern Blvd Expansion Phase 1
PS	0.20	0.74	0.15	Leon Grande Sidewalks
PS	0.10	1.42	0.14	Courthouse Rd Improvements Stage I (ARRA)
RP	0.51	0.21	0.10	Paseo del Norte bike lanes, sidewalks, and trail
RP	0.81	0.11	0.09	Unser Blvd Widening Upper Section
PS	0.17	0.51	0.09	Baltic Ave Sidewalk
PS	0.17	0.49	0.08	Pecos Loop Sidewalk Project
PS	0.06	0.90	0.05	NM 333 & Patricio Garcia Rd Intersection Safety Project
PS	0.06	0.90	0.05	NM 333 Pedestrian/Bike Enhancements
RP	0.03	1.54	0.05	Bernalillo Rail Runner Station Entrance Rd
RP	0.18	0.18	0.03	Eubank Blvd bike lanes, sidewalk and trail

[1]PS indicates a pedestrian specific project, RP indicates the pedestrian improvement is part of a roadway project and ITC indicates the project includes traffic calming.

[2]Projects in bold have both deterrent and generator scores that are above the regional median. These projects fall into the high priority quadrants.

Map D-1: Existing Bicycle Facilities





Map D-2: Long Range Bikeway System