



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 5-24-13

2. **Initial or Revised PIF?** Initial PIF.

3. **Is this project phased?** No. **If phased:** Enter phase number and total # of phases.

4. **Sponsoring public entity:** City of Albuquerque 5. **Project Name:** AMPA Wide Bicycle/Pedestrian Safety Education program

Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.

6. **Is the project on the ICIP?** No. **If yes, year and priority #:** Year, priority # (if available)

7. **Is the project in or consistent with a MPO/RPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): MTP Present

8. **Is the project in the STIP?** Yes. **If yes, year(s):** 21013 and prior **Control #:** 700713

9. **Is the project on the MPO TIP/RPO RTIPR?** Yes. **If yes, which year(s):** 2013 and prior

Notes: Please contact your MPO/RPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.

10. **County:** Bernalillo

11. **US Congressional District:** 1

12. **New Mexico House District:** city wide

13. **New Mexico Senate District:** Both

14. **Contact Person and/or PDE:** Chuck Malagodi

15. **Address:** 1801 Fourth St NW Building A 87102

16. **Phone:** 505-768-2453

17. **Fax:** 505-768-5305

18. **E-mail:** cmalagodi@cabq.gov

19. **MPO or RPO:** Mid Region (Albuquerque area) MPO

20. **NMDOT District #:** 3

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need,** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This project will promote bicycling and walking to youth as a means of alternative education. Safety, self sufficiency and understanding our communities transportation system will be emphasized. Two plans in the State of New Mexico state the need for bike/ped safety. Currently the City is working off the Albuquerque Comprehensive onstreet bicycle plan (pages b15-b19) and we are shortly adopting the Bikeways and Trail master plan. The New Mexico Comprehensive Safety Plan 2009 pages B29 also states the importance of Ped/Bike safety. Both of these plans talk extensively about the need for present and increased bicycle/pedestrian safety education.

22. Select an Improvement Type for the project: 38 Safety and Education for Pedestrians/Bicyclists

Notes: See [FMIS Improvement Type Codes](#) for complete improvement descriptions. List additional improvement types here: **Enter improvement type(s), including improvement type number.**

Project Details (fill out where applicable)

23. Route # or (Street) Name: Enter route number or name. 24. Length (mi.): Enter length in miles.
25. Begin mile post/intersection: Enter begin point. 26. End mile post/intersect.: Enter end point.
27. Directions from nearest major intersection or landmark: Enter directions, field will expand.
28. Google Maps link (see tutorial for help): Enter shortened Google Maps URL [goo.gl/maps/xxxx].
29. Roadway FHWA Functional Classification(s): Select a road type, or enter road types.
-

Funding Information

30. Has this project received Federal funding previously? Yes. If yes, which years? 1995 through 2013 Which program(s)? AMPA Wide Bicycle/Pestrain safety education Program

Please Itemize the Total Project Costs by Type

31. Environmental/Planning: Enter \$ amount. 32. Preliminary Engineering: Enter dollar amount.
33. Design: Enter dollar amount. 34. Right-Of-Way: Enter dollar amount.
35. Construction: Enter dollar amount. 36. Other (specify): 75,000 Programming cost

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. Total Project Cost Estimate: 75,000
38. Local/County/Tribal Gov't Funds*: 10,920 [Committed]
39. State Funds: Enter dollar amount. [Select Existing or Requested]
40. Tribal Transportation Program (TTP): Enter dollar amount. [Select Existing or Requested]
41. Other Federal grants: Enter dollar amount. [Select Existing or Requested]
42. Federal Funds (STP/CMAQ/TAP funds requested): Enter dollar amount.

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

43. Public Involvement: Date completed, under way, OR to be started.

- 44. **Right of Way:** Date completed, under way, to be started, OR N/A.
- 45. **Design:** Date completed, under way, to be started, OR N/A.
- 46. **Environmental Certification**:** Date completed, under way, to be started, OR N/A.
- 47. **Utility Clearances:** Date completed, under way, to be started, OR N/A.
- 48. **ITS Clearances:** Date completed, under way, to be started, OR N/A.
- 49. **Railroad Clearances:** Date completed, under way, to be started, OR N/A.
- 50. **Other Clearances:** The bike/pedestrian safety education program is ready to program money immediately

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

- 51. **Economic Vitality:** Type explanation.
 - 52. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 53. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 54. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 55. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 56. **Integration and Connectivity:** Type explanation.
 - 57. **System Management and Operation:** Type explanation.
 - 58. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

59. **Send a completed electronic version** to appropriate **RPO/MPO**, **District staff**, and **NMDOT Planning liaison**.

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

In 2011 St Louis experienced its first Open Street event. Approximately 40% in attendance to Open Streets arrived on bicycles and approximately 50% arrived on foot. Their statistics tout the average person spent 108 minutes on Open Streets, 73% spent money and 68% became aware of a new business or restaurant. The Bike/Pedestrian Safety Education Program (BPSEP) creates a mindset for youth and their parents that bicycling is potentially an alternate transportation option. Bicycling and walking helps all improve their physical well-being and it encourages weight loss. The CDC states 14% of our youth age 12 to 19 are overweight. A General Motors study, sponsored by the American Heart Association, showed that 200,000 General Motors employees were overweight or obese. They averaged \$1500 more in annual medical costs than healthy individuals who were not overweight. Bike and walking education programs that are started at a young age will promote healthier adults. Cycling related businesses employ approximately 1000 in Portland, OR and contribute 90 million to the region's economy, according to Alta Design. A similar report done by the Bicycle Federation of Wisconsin found 13200 people were employed and 1.5 million dollars were pumped into the state of Wisconsin's economy each year thanks to cycling. The Milwaukee Journal Sentinel reported that cycling has surpassed deer hunting in economic impact! Over 1/3 of Americans say they bicycle and for every car sold three bikes are sold in America. Education is essential in encourageing and making sure all these cyclists cycle safely. Unfortunalty no statistics are easily searchable on the economic impact of cycling in New Mexico. The new Esperanza Community Bike shop has trained many of Albuquerque's future alternative commuters and promotes life long recreation to hundreds of people since it opened this year. There is no bike shop within a six mile radius of Esperanza. So BPSEP will be able to introduce safe cycling to thousands of youth that will be future consumers of bicycles, bike accessories and cycling event.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

BPSEP strongest emphasis has been on getting youth to walk and bike safely. The Bike Safety Program through the City of Albuquerque provides over 150 bicycle safety rodeos per year to over 9000 youth. The bike safety program (BPSEP) emphasizes the importance of head safety and provides over 1000 helmets to youth per year. Along with a presentation, the program allows youth to practice bike safety skills on an outdoor bike safety rodeo course. If one asks an Albuquerque Public School youth what the number one reason for not riding their bicycle, they will state that their bike is broken.

BPSEP offers youth extensive hands-on training in bike mechanics and flat tire repair. Teaching a child to be self-sufficient with bike repair adds to the security of a youth by allowing them to ride home instead of having to walk home. It has also been stated that cyclists are safer when in larger numbers. Teaching youth to cycle safely will potentially get more youth and our future adults out on our city streets cycling. This, ultimately, makes cycling safer for everyone.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

Through bicycle education and multi-modal introduction, the youth of our community will become confident and competent users of the city's growing transportation network. Public Works Departments cannot keep building multimodal infrastructures without teaching our youth how to behave safely and utilize these facilities. With the integration of public transportation, multi-use pathways and bike lanes within our community (of which Albuquerque excels); we will promote self-sufficiency and increase our youth abilities to travel longer distances and increase their personal transportation options. This is shown in the statistics provided by the League of American Bicyclists, which demonstrate that between 2001 and 2009 ridership has more than doubled in American cities. Within that number, cities that are ranked as Bicycle Friendly Communities have enjoyed an increase of 80% in ridership on average. This is contrasted with Non-Bicycle Friendly Communities where the average is only a 32% increase (League of American Bicyclists)

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

It is well documented that cycling is a green form of transportation. Many daily trips taken throughout the country are less than 3 miles in length, yet according to the United States Department of Transportation, 72% of these trips are made by motorized vehicles (The National Bicycling and Walking Study: 15-Year Status Report, USDOT). The Clean Air Council states that motor vehicles represent 31 percent of total carbon dioxide, 81 % of the carbon monoxide and 49 % of the nitrogen oxides released in the US. A short 4 mile round trip, according to the World Watch Institute, keeps about 15 pounds of pollutants out of the air we breathe. Bike and Pedestrian education programs enable youth to walk and bicycle safely to and from school (usually under a three mile trip for the average student) rather than being bussed or driven.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

According to the President's Council on Physical Fitness and Sports, 70% of US adults are sedentary. Cycling and walking are safe, low impact aerobic activities for people of all ages to experience. Cycling can also provide many intangible benefits, including the community's sense of livability by promoting safe and friendly streets (The National Bicycling and Walking Study: 15-Year Status Report, USDOT). BPSEP not only teaches youth how to exercise safely, but for some students this is their first introduction to this form of exercise. On this same note BPSEP is astonished at how many 4/5 graders had never learned how to cycle. Most youth comment that no bicycle has ever been available to teach them. Because of this fact BPSEP purchased a trike recumbent that has proved to be the most popular bike in our fleet. To see a student's face light up when he/she can successfully ride a bike is priceless. BPSEP definitely introduces biking to youth!

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

With the cost and maintenance of transportation infrastructures for our growing population, any decrease in automobile use pays large dividends on congested urban streets. Increased bicycle use reduces the wear on our roadways and reduces the cost of yearly maintenance. The need for city-wide parking is also an ever present demand, which can be reduced by an increase in ridership. Between 6 and 20 bicycles can be parked and secured in the space needed for one automobile. The existing parking space can then be used to a higher efficiency. By promoting bicycle education to our community's youth, we are fostering the development of our future bicycle commuters and we are working to increase the overall efficiency of our transportation infrastructure.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

BPSEP has been servicing the youth of Albuquerque for the last 17 year. The City of Albuquerque Albuquerque Public Schools, many private schools and civic organizations fully support and utilize the program. Over 150 Bike safety programs reach over 9000 youth annually. It is BPSEP intention to continue offering this vital service to youth in the AMPA area. With the opening of the new Esperanza Community Bike Shop the BPSEP will broaden the bike safety training. It will help train future alternative commuters on how to maintain a bicycle in operating condition as well as promote a lifelong recreational opportunity.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

Through youth bicycle education, and the associated increase in ridership, our community will enhance the overall efficiency of our roadways and the transportation network throughout the community. This will reduce congestion on the roadways and in the parking facilities, while enhancing the usability of existing infrastructure. Our community can decrease the automobile related wear on our roadways while spreading the load across the transportation network. This leads to a more efficient use of the entire network and decreases maintenance on our roadways. By the nature of the bicycle's small size, this mode of transportation lends itself to efficient use of congested city streets and parking facilities. Bike safety education programs support the development of youth cyclists into lifelong cyclists. The Esperanza Community Bike Shop is a very cost effective way to teach people how to maintain their own bicycles and it teaches them to be environmentally aware of their community. Ultimately, it promotes a healthier community, better air quality and a more fluid transportation network (The National Bicycling and Walking Study: 15-Year Status Report, USDOT).

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.

4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

parking, though they may be used for long-term parking. The second component of end-of-trip facilities are showers and personal lockers. Showers allow the rider to clean-up after the ride and personal lockers permit the rider to store both riding gear and work clothing in a safe environment. Each of these components is required to encourage bicycle commuting.

A review of the City of Albuquerque Zoning Code was conducted to identify current requirements for providing bicycle end-of-trip facilities. A comparison of Albuquerque's Zoning Code to the bicycle-related zoning codes in, Portland, OR and Tucson, AZ, was conducted to identify potential changes. With input from the project steering committee, revisions have been proposed for the City's zoning codes. These changes to the Zoning Code will be published separately and the recommended revisions will go through a separate adoption process.

Transit and Bicycles

Transit accommodation of bicycles encourages the use of transit by bicyclists and extends their commute range without requiring a personal motorized vehicle. This may be accomplished in two ways. First, for commuters who require non-transit travel at one end of the trip, parking may be provided at transit stations, major transfer points, or park-and-ride for home to transit or transit to work bicycling, and vice-versa. This eliminates a motor vehicle trip on at least one end of the commute. The second alternative is for commuters who need a bicycle at each end of the trip. SunTran provides bicycle racks which accommodate 2 bicycles, and these racks may be used by a commuter to carry the bike during the transit trip for bicycle travel at each end. This affords a cyclist the maximum flexibility and requires end-of-trip facilities at the work place.

Encouragement, Education, and Enforcement

The current level of effort expended on encouraging and educating bicyclists in Albuquerque is relatively good, as discussed in Chapter 3. It is recommended that existing bicycling encouragement efforts be continued, along with the following recommendations.

- Update the Albuquerque bicycle map to improve readability and to provide information on cycling skill levels necessary for various bicycle facilities. Also, investigate the possibility of expanding the map coverage area to include the City of Rio Rancho.
- Distribute the "Citizen Bicycling Improvement Report" more widely. Develop a telephone hot-line and web page for reporting maintenance problems.
- Educate school children and encourage bicycling as a form of transportation for them when going to and from school. This should help to alleviate some of the traffic problems around schools.
- Encourage intermodal transportation (i.e., using a bicycle and transit during a single trip) to address the travel distances faced by Albuquerque commuters. A media campaign should be implemented to inform the public of the bike racks that are mounted on buses and also inform the public about park (pedal) & ride locations.

Continued education of children (bike rodeos), adults (Effective Cycling course) and employment outreach programs are all excellent tools for encouraging people to bicycle and for improving safety. However, greater emphasis should be placed on educating motorists. Information on bicycling should be included in driver's education courses and in publications from the Department of Motor Vehicles.⁴

Enforcement of traffic laws is a necessary component of bicycle safety. Bicyclists have the same responsibilities as motorists, and disregarding traffic laws gives cyclists a bad reputation with motorists. Specific violations that have been identified and require attention include the following.

- Bicyclists running stop signs and traffic signals.
- Bicyclists riding the wrong way on the street or sidewalk.
- Bicyclists riding at night without lights.
- Bicyclists who drink and ride.
- Motorists not giving adequate room when passing a bicyclist.
- Motorists not yielding to bicyclists when turning.
- With proper enforcement of these common violations it is expected that a significant reduction in motor vehicle/bicycle collisions can be realized.

Action Plan

A summary of recommended steps to implement the Albuquerque Comprehensive On-Street Bicycle Plan is provided in Table 5-1. The recommended steps are organized based on the objectives and action items described in Chapter 2. The responsible position, agencies, or group are identified and the suggested time frames for implementation (completed; immediate; short-term – 0 to 5 years; intermediate – 0 to 10 years; long-term – 0 to 20 years, and ongoing) are included for each action item.

Implementation will primarily be the responsibility of the Bicycle/Pedestrian Planner in Public Works and both the Trail Coordinator and the Bicycle/Pedestrian Safety Education Program Coordinator in the Parks and Recreation Department. This core group will require assistance from other City of Albuquerque departments, Bernalillo County, New Mexico State Highway and Transportation Department, and the Middle Rio Grande Council of Governments. This plan requires close coordination with neighboring communities (i.e., Rio Rancho, Corrales, Village of Los Ranchos, and others) in developing a regional bicycle network. This core group will also continue to look for support from the bicycle advisory committees (GABAC and GARTC) and from other bicycle advocacy and user groups.

Table 5-1 – Responsibility and Implementation Schedule

Key

- Leading Position/Agency/Group
- ◆ Secondary Position/Agency/Group
- Supporting Position/Agency/Group

	City of Albuquerque Personal/Dept										Other Agencies/Groups				
	B/P Planner	Trail Coordinator	B/PSEP Coordinator	PWD	Planning	Parks & Rec.	Suntan	Police	Bernalillo co.	Neighboring communities	MRGCOG	NMSHTD	Bicycle Advocacy Groups	Desired Implementation Timeframe	
1. Develop and promote Metropolitan Albuquerque as a Bike-Friendly Community															
a. Achieve "Bicycle Friendly Communities" and "Top Ten Best Cities for Cycling" designation.	●	●	●	◆		◆		◆			◆			0-10 yrs	
b. Provide full time staff positions dedicated to bicycle transportation with appropriate office budgets.	●	●	●											ongoing	
c. Support of establishment of designated personnel and appropriate budgets in other AMPA jurisdictions.	●	●	●									◆		0-10	
d. Maintain local funding and establish budget line items in budgets to support on-street bike facilities.	●	◆	○	◆	◆			◆			◆			ongoing	
e. Institutionalize bicycling through bicycle-friendly roadway design practices and training.	●	◆	◆	◆				◆			◆			0-5 yrs	
f. Support efforts of GABAC to promote bicycling and improve bicycle safety thru responses to GABAC concerns.	●	●	●	○	○	○	○	◆			○			ongoing	
2. Develop and maintain a continuous, interconnected and balanced bikeway system.															
a. Give priority to achieving key linkages when planning and programming all roadway and bikeway improvements.	●	●	◆					◆			◆			ongoing	
b. Develop interconnected network of bikeways with local (routes), arterial streets (lanes), and multi-use trails.	●	●	◆	○				◆			◆			0-20 yrs	
c. Plan, program & implement special provisions for crossings of high volume, multi-lane streets.	●	●	◆	◆				◆			◆			immediate	
d. Coordinate and develop interconnected bikeway improvements and standards between the COA and adjacent jurisdictions.	●	●	◆	◆				●	◆		○			0-10 yrs	
e. Improve bicycle connections between schools and neighborhoods to encourage bicycling.	●	●	◆	○				◆	◆		○			0-10 yrs	
f. Concentrate bike improvements for a 5-mile radius around major employment centers, schools, parks, and activity centers.	●	●	◆	○				◆	◆		○			0-10 yrs	
g. Provide bike facilities at 1/2 mile spacing on average throughout the metro area. Increase bikeway mileage from 90 to 500.	●	●	◆	◆				●	◆		○			0-20 yrs	
h. Monitor the implementation of elements within the Albq. Comp. Bike Plan and update the Plan at 5 yr. intervals.	●	●		○										0-5 yrs	
3. Use bicycle-friendly standards and procedures for bicycle facilities and roadways.															
a. Restripe all collector and arterial roadways to provide bike lanes or maximize outside lane width.	●		●					●	◆		○	◆		ongoing	
b. Provide a striped lane (4')/shoulder (5') on all new, rehabilitated, or reconstructed arterial & collector roadways	●		●	●				●	●		●	●		ongoing	
c. Modify existing traffic signal detection equip. or install new equip. to make all traffic signals bicyclist responsive.	◆		●	●				●	●		●	●		0-20 yrs	
d. Provide striped lanes/shoulders of at least 5 ft. on all new or reconstr. bridges, underpasses & overpasses.	●		●	●				●	●		●	●		ongoing	
e. Plan and design for bicycle travel with all intersection capacity improvement projects.	◆		●					●	●		●	●		ongoing	
f. For any design questions refer to appropriate reference documents (e.g., AASHTO, Oregon Design Manual).	●		●	●				●	●		●	●		immediate	

Table 5-1 -- Responsibility and Implementation Schedule (continued)

Key

- Leading Position/Agency/Group
- ◆ Secondary Position/Agency/Group
- Supporting Position/Agency/Group

	City of Albuquerque Personal/Dept										Other Agencies/Groups				
	B/P Planner	Trail Coordinator	B/PSEP Coordinator	PWD	Planning	Parks & Rec.	Suntran	Police	Bernalillo co.	Neighboring communities	MRGCOG	NMSHTD	Bicycle Advocacy Groups	Desired Implementation	
g. Continue & expand Police Bike Patrols, & dedicate a distinct % of their time to educational efforts on bicycling behavior.			◆				●							Ongoing	
h. Develop and test a bike offender diversion program to complement the enforcement efforts under objective 8.			◆				●							Ongoing	
i. Encourage and support head injury awareness and helmet usage thru educational brochures & programs.	○	○	●			○	◆					○		0-5 yrs	
7. Promote bicycling as a non-polluting and cost-effective mode of transportation and recreation.														Ongoing	
a. Continue and expand marketing efforts to promote bicycling as an alternate mode of transportation.	○	○	●		○	○		◆				○		Immediate	
b. Provide outreach & personal travel cost info. which shows how bike transportation can be beneficial to employees/students.	○	○	●					◆				○		Immediate	
c. Prioritize implementation of recreational bike facilities which contribute key linkages for the on-street bikeway system.	○	○	●					◆				○		Immediate	
d. Promote air quality benefits of bicycling thru public outreach efforts to public/private sector employers.	○	○	●		○	○		●				○		0-5 yrs	
e. Develop and support cash incentive programs to promote bicycling.	○	○	●			○		○				○		Immediate	
f. Develop and adjust bicycle parking ordinances.	○	○	●		◆			◆				○		0-5 yrs	
g. Continue and expand the interface between bicycles and buses.	○	○	●		◆			◆						0-5 yrs	
h. Develop and implement specific incentive programs for businesses to provide facilities for bicycling.	○	○	●			○	●							Ongoing	
i. Develop and distribute to employers short videos which promote bicycle commuting.	○	○	●		◆			◆				○		0-5 yrs	
j. Promote organized bicycle racing on city streets to increase public awareness of bicycling as a sport.	○	○	●									○		0-5 yrs	
8. Develop & implement a traffic law enforcement program for bicyclists and motorists, linked with education program efforts.	○	○	○									○		0-5 yrs	
a. Update & develop materials for use by law enforcement personnel to support their educational & enforcement efforts.	○	○	●					◆						0-5 yrs	
b. Commit time for police bike and motor vehicle patrols to target bicyclist and motorist enforcement.			○				●							0-5 yrs	
c. Develop and implement a consistent, balanced traffic law education program for law enforcement personnel.			○				●							0-5 yrs	
9. Develop and maintain databases useful for bicycle planning, prioritization of bicycle improvements, and accident prevention.	○	○	○				●							0-5 yrs	
a. Periodically conduct public opinion surveys to get input on bicycling in the AMPA.	○	○	●											0-5 yrs	
b. Conduct bicycle counts on a routine basis to estimate bicycle usage.	○	○	●		○									0-5 yrs	
c. Maintain and update bikeways inventory to gauge success in meeting bicycle facility goals.	○	○	●											0-5 yrs	
d. Maintain and update bicycle accident database to identify trends, high accident locations, and system deficiencies.	○	○	●					◆						Ongoing	

B/P Planner: Bicycle/Pedestrian Planner; **B/PSEP:** Bicycle/Pedestrian Safety Education Program Coordinator; **PWD:** Public Works Department; **MRGCOG:** Middle Rio Grande Council of Governments; **NMSHTD:** New Mexico State Highway and Transportation Department.

7.5 Community Outreach and Education Programs

The City's Parks and Recreation Program provide bicycle and pedestrian safety education and other outreach programs to areas of the unincorporated County:

- ✓ Bike safety classes for youth and adults
- ✓ Safety awareness media campaign
- ✓ Community policing programs.

7.6 Coordination with Partner Agencies

The County will coordinate with its partners to build and complete bicycle and pedestrian facilities through-out the unincorporated area.

7.6.1 Albuquerque Public Schools

APS has a responsibility to provide safe bicycle and pedestrian facilities within their school walk zones. The County will work with APS to ensure these facilities are provided at the following schools.

- Pajarito Elementary School
- Armijo Elementary School
- Los Padillas Elementary School
- Mountain View Elementary School
- Navajo Elementary School
- Kit Carson Elementary School
- Atrisco Elementary School
- Barcelona Elementary School
- Valle Vista Elementary School
- Mission Elementary School
- Los Ranchos Elementary School
- Sierra Vista Elementary School
- Double Eagle Elementary School
- North Star Elementary School

7.6.2 Middle Rio Grande Conservancy District (MRGCD)

The County will work with MRGCD to build trails along the following drains:

- Isleta Drain in the 2035 MTP
- Arenal Canal
- Alameda/2nd Street Drain in the 2011-2017 TIP

7.6.3 Albuquerque Metropolitan Arroyo and Flood Control Authority (AMAFCA)

The County will work with AMAFCA to build trails along the following arroyos:

- Anole Arroyo
- Tijeras Arroyo
- La Cueva Arroyo
- Calabacillas Arroyo
- South Diversion Channel
- North Diversion Channel

7.6.3 City of Albuquerque (COA) DMD and Transit

The County will work with the City Department of Municipal Development to build bicycle and pedestrian facilities for corridors under both jurisdictions. In addition, the County will work with ABQ Ride to locate bus signs and benches out of the public sidewalk.

7.6.4 Mid Region Council of Governments (MRCOG)

The County will work with MRCOG to implement the Long Range Bikeways System (LRBS) facilities in the long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP).



PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 5/28/13
2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. **If phased:** Enter phase number and total # of phases.
4. **Sponsoring public entity:** City of Albuquerque Parks and Recreation Department
5. **Project Name:** Multi-Use Trail Rehabilitation
- Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.*
-
6. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** unknown (probably 2014)
7. **Is the project in or consistent with a MPO/RPO/Local planning document?** Yes.
If yes, which document (MTP/SLRP/TTP/etc.): MTP 2035, Albuquerque Bernalillo County Comprehensive Plan (amended in 2003), and the Trails and Bikeways Facility Plan (1993-map amended in 1996)
8. **Is the project in the STIP?** Yes. **If yes, year(s):** 2014 **Control #:** A300140
9. **Is the project on the MPO TIP/RPO RTIPR?** Yes. **If yes, which year(s):** 2014
Notes: Please contact your MPO/RPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-
10. **County:** Bernalillo
11. **US Congressional District:** 1
12. **New Mexico House District:** Enter House District.
13. **New Mexico Senate District:** Enter Senate District.
-
14. **Contact Person and/or PDE:** James Lewis
15. **Address:** 1801 4th Street NW Albuquerque, NM 87102
16. **Phone:** 505-768-5325
17. **Fax:** 505-768-5305
18. **E-mail:** jlewis@cabq.gov
19. **MPO or RPO:** Mid Region (Albuquerque area) MPO
20. **NMDOT District #:** 3
-

Project Description

21. **In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

The scope of each project will be to pulverize and repave old asphalt paved multi-use trail which is becoming old and cracking in certain area of Albuquerque and is needed to provide newer non-motorized multi-use trails that will be safer due to less cracks and smoother surfacing. Another purpose would be to bring many sections of trail that were built decades ago up to the new 2012 AASHTO guidelines and standards for building shared-use paths (multi-use trails). Signage, striping, recovery

zones, and other safety measures will be designed into each project. These projects will go through the NEPA process but most likely will get a Categorical Exclusion.

22. Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: **Enter improvement type(s), including improvement type number.**

Project Details (fill out where applicable)

23. **Route # or (Street) Name:** Varies throughout City. 24. **Length (mi.):** Approximately 4-8 miles of trail rehabilitation.

25. **Begin mile post/intersection:** Enter begin point. 26. **End mile post/intersect.:** Enter end point.

27. **Directions from nearest major intersection or landmark:** Enter directions, field will expand.

28. **Google Maps link (see tutorial for help):** Enter shortened Google Maps URL [goo.gl/maps/xxxx].

29. **Roadway FHWA Functional Classification(s):** Select a road type, or enter road types.

Funding Information

30. **Has this project received Federal funding previously? Yes. If yes, which years?** Possibly 2013 and 2014 **Which program(s)?** STP-E

Please Itemize the Total Project Costs by Type

31. **Environmental/Planning:** 20,000

32. **Preliminary Engineering:** Unknown

33. **Design:** 10,000
will be rehabilitation of existing facilities.

34. **Right-Of-Way:** Unknown, hopefully zero because it

35. **Construction:** 200,000

36. **Other (specify):** Enter cost type, dollar amount.

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** 458,240 per year (this amount is requested for 2014 and 2015)

38. **Local/County/Tribal Gov't Funds*:** 58,240 from existing local/City Quarter Cent Transportation Tax [Committed]

39. **State Funds:** 0 [Select Existing or Requested]

40. **Tribal Transportation Program (TTP):** 0 [Select Existing or Requested]

41. **Other Federal grants:** 0 [Select Existing or Requested]

42. **Federal Funds** (STP/CMAQ/TAP funds requested): TAP, 400,000

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the date

that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

- 43. **Public Involvement:** Under way
- 44. **Right of Way:** N/A
- 45. **Design:** To be started
- 46. **Environmental Certification**:** to be started
- 47. **Utility Clearances:** to be started or N/A
- 48. **ITS Clearances:** to be started or N/A
- 49. **Railroad Clearances:** to be started or N/A
- 50. **Other Clearances:** to be started or N/A

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

- 51. **Economic Vitality:** Type explanation.
 - 52. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 53. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 54. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 55. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 56. **Integration and Connectivity:** Type explanation.
 - 57. **System Management and Operation:** Type explanation.
 - 58. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

59. **Send a completed electronic version** to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

Basic Project Information

A. Date of Submittal: 5/28/2013
and Recreation Department

B. Sponsoring public entity: City of Albuquerque Parks

C. Project Name: Multi-Use Trail Rehabilitation

Project Readiness and Planning

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to “shovel ready.”

Project Readiness: Scorers will refer to the “Project Readiness” section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received, in order to score points.* Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

Planning: Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

The City of Albuquerque has an extensive multi-use trail system consisting of over 150 miles of paved non-motorized recreational and commuter trails. These trails cover a great and vast area in the City and provide alternative ways for people to travel throughout and around the City by cycling, skating, walking, jogging, running, or horseback riding. Many of the trails connect to natural areas such as the BioPark, the Zoo, the Rio Grande Nature Center and Petroglyph National Monument which all help generate monies to the local economy. Furthermore, many trails connect you to bike lanes on streets or sidewalks for pedestrians which in turn allows these alternative users to access the plethora of commercial and office type economic boosters. By enhancing and repaving some of the worst but crucial connector trails, this project for 2014 and 2015 can help make entice the alternative user to continue to use the trail system.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

By repaving sections of heavily used multi-use non-motorized paved trails throughout the City of Albuquerque the safety of users will be greatly enhanced. Safety will be enhanced because sections of trails that are cracking, getting pot holes, upheaving from roots and freeze and thaw will be fixed and built to 2012 AASHTO standards. The City has had four risk claims in the past few months regarding trails that were not safe due to the reasons aforementioned. Risks will be brought down when the trails are repaved as requested in this application.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

The City is currently updating the Trails and Bikeways Facility Plan by combining both the on street plan with the off street trail plan to ensure connectivity can take place between off street trails and on street facilities such as local transit, the rail runner stations, sidewalks, bike routes and lanes. Parks and Recreation has hired two former trails planners currently studying how to ensure connectivity can take place by working with all stakeholders throughout the Metropolitan region. ADA is also being looked at carefully as more people with physical disabilities are requesting better trails and connections.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

The multi-use trails we have throughout the City and region protect the environment by removing excess vehicles off the roadway and provide a way for non-motorized non-polluting alternative means of travel on the trails. Commuters use these trails to get to work, school, and do recreational activities such as going to shops, food establishments, and grocery stores. Trails and trail enhancements help air quality and traffic congestion as well.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

This TAP project will continue to improve the quality of life for residents and visitors to the area by providing a way to get exercise, see nature, get outdoors, lose weight, prevent diseases such as Type 2 diabetes and heart conditions. Besides the health benefits, this project will ensure that trails are being kept up and in compliance with the newest AASHTO recommendations which tell people that we, the City, care about the trails and care about them.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

The City of Albuquerque has an extensive and vast array of Open Space lands and ditches sandwiched between a beautiful mountain range, the Sandias, and five amazing volcanos at Petroglyph National Monument. If it wasn't for the early planning of parks, Open Space, and Trails back in the 1960's land use here would most likely not have allowed for us to build the amazing system of trails we have today. Because of this monumental planning documented in the Comprehensive Plan, we would not be applying today for this TAP funding to enhance the great trails system we were able to build and continue to build upon and treasure.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

The City only has three trails maintenance staff to care for over 150 miles of multi-use trails. By enhancing and repaving the bad sections of trails, it keeps our small staff from needed to continually go back to these areas that are in desperate need of rehabilitation.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

This TAP project will bring poor sections of asphalt back into beautiful repair for all to use. This is desperately needed in order to preserve and offer adaptive reuse of these facilities. If the worst of the trail facilities are not repaved, people will and have stopped using them which makes the City look as if we do not care for our trails system and do not want to preserve the system for the future. The City wants to enhance the infrastructure to maximize use and bring more people out to the trails and leave their vehicles behind to create a safer, cleaner environment while helping people become healthier.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.