



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: May 28, 2013

B. Sponsoring public entity: Bernalillo County

C. Project Name: Bridge Gateway Enhancements (Barelas Bridge Trail)

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.

Part of Albuquerque's 50-mile loop as proposed by Mayor Berry's ABQ the Plan, Barelás Bridge trail will connect the Bosque, BioPark, National Hispanic Cultural Center with the South Valley and El Camino Real and Route 66 National Scenic Byways. The bridge multi-use trail is one component of an extensive effort by Bernalillo County to revitalize retail and services along the Bridge Boulevard corridor, the South Valley's "Main Street." This planning effort and all improvements associated with the Bridge Boulevard corridor are being approached as as integrated and complementary economic development efforts that focus on quality of life and existing businesses as well as attracting new enterprises.

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.

The Barelás Bridge trail will enhance safety by widening the pedestrian and bikeway crossing along the south side of the bridge structure. Additionally, pedestrian lighting will provide night-time security for crossing the bridge.

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.

Barelás Bridge, currently, imposes a gap in the pedestrian and bicycle network between downtown Albuquerque/Barelás neighborhood and the South Valley. Improving pedestrian and bicycle facilities on the river crossing will better connect the two sides of our larger community and to the more extensive trail network that includes the 17-mile regional Paseo del Bosque Trail. Trail development in Albuquerque over the past 20 years has focused on north-south connections. With most of these completed, efforts are now focused on improved east-west linked connections. This non-vehicular improvement to the Barelás Bridge illustrates how east-west connections in the network can be developed.

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 Barelmas Bridge trail will increase pedestrian and bicycle trips along the Bridge Boulevard corridor reducing VMT and vehicular emissions. Additionally, improved access to bus stops on ABQ Ride's Routes 33 and 54 will increase transit ridership, further reducing VMT and vehicular emissions. (MRCOG will provide air quality impact data.) Improved trail linkages help promote usability and functionality of the system, thereby attracting more users to consider walking or biking.

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

The Barelmas Bridge trail will improve quality of life by providing additional access to residents on both sides of the river to the Bosque open space. ABQ the Plan is also focusing on improved visibility and accessibility to the Rio Grande Bosque, which is major public open space in the region. Trail enhancements leading to the Bosque will aid tremendously in these efforts.

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.

Bernalillo County's draft "Bridge Boulevard Corridor Redevelopment Plan" and adopted "Bridge Boulevard Village Centers and Corridor Plan" (pp. 31, 35) specifies improving pedestrian and bicycle facilities along the corridor. Additionally, "ABQ the Plan" identifies the corridor and bridge as part of the 50-mile loop. The project is also identified on the LRBS map (part of the 2035 MTP).

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 Barelmas Bridge trail will be maintained by Bernalillo County, the roadway by City of Albuquerque, and the bridge structure by NMDOT. Bernalillo County currently maintains roadway west of the bridge and City of Albuquerque east of the bridge, as well as the Paseo del Bosque Trail south of the Hispanic Cultural Center which is immediately adjacent to the Barelmas Bridge on the east side of the Rio Grande. Maintaining adjacent assets is more efficient than widely separated ones.

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.

The Barelmas Bridge trail will utilize the existing bridge structure by attaching a pedestrian/ bicycle structure onto it. A structural report was conducted by HDR engineers. Using the existing bridge structure to develop the separated trail is a tremendous leverage opportunity not only to reduce the cost of developing a trail otherwise but also in achieving an important east-west non-vehicular link across a major nature obstacle. Multiple use of these facilities strengthens connections of the overall transportation system.

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.

Project Details (fill out where applicable)

23. **Route # or (Street) Name:** Bridge Boulevard 24. **Length (mi.):** 0.36
25. **Begin mile post/intersection:** Atrisco Riverside Drain 26. **End mile post/intersect.:** Albuquerque Riverside Drain
27. **Directions from nearest major intersection or landmark:** Enter directions, field will expand.
28. **Google Maps link (see tutorial for help):** <http://goo.gl/maps/nYPXE>
29. **Roadway FHWA Functional Classification(s):** Bridge
-

Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years?** Enter year(s).
Which program(s)? Enter program(s).

Please Itemize the Total Project Costs by Type

31. **Environmental/Planning:** \$50,000 32. **Preliminary Engineering:** complete
33. **Design:** \$250,000 34. **Right-Of-Way:** \$0
35. **Construction:** \$2.2 million 36. **Other (specify):** \$0

Funding Sources

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

37. **Total Project Cost Estimate:** \$2.5 million
38. **Local/County/Tribal Gov't Funds*:** \$364,000 [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):** \$2,136,000

* 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:** South Valley community meetings were held for CIP, Bridge corridor plan which identified this project need.

44. **Right of Way:** N/A

45. **Design:** N/A

46. **Environmental Certification**:** N/A

47. **Utility Clearances:** N/A

48. **ITS Clearances:** N/A

49. **Railroad Clearances:** N/A

50. **Other Clearances:** 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.
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REQUIRED DISTRIBUTION

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

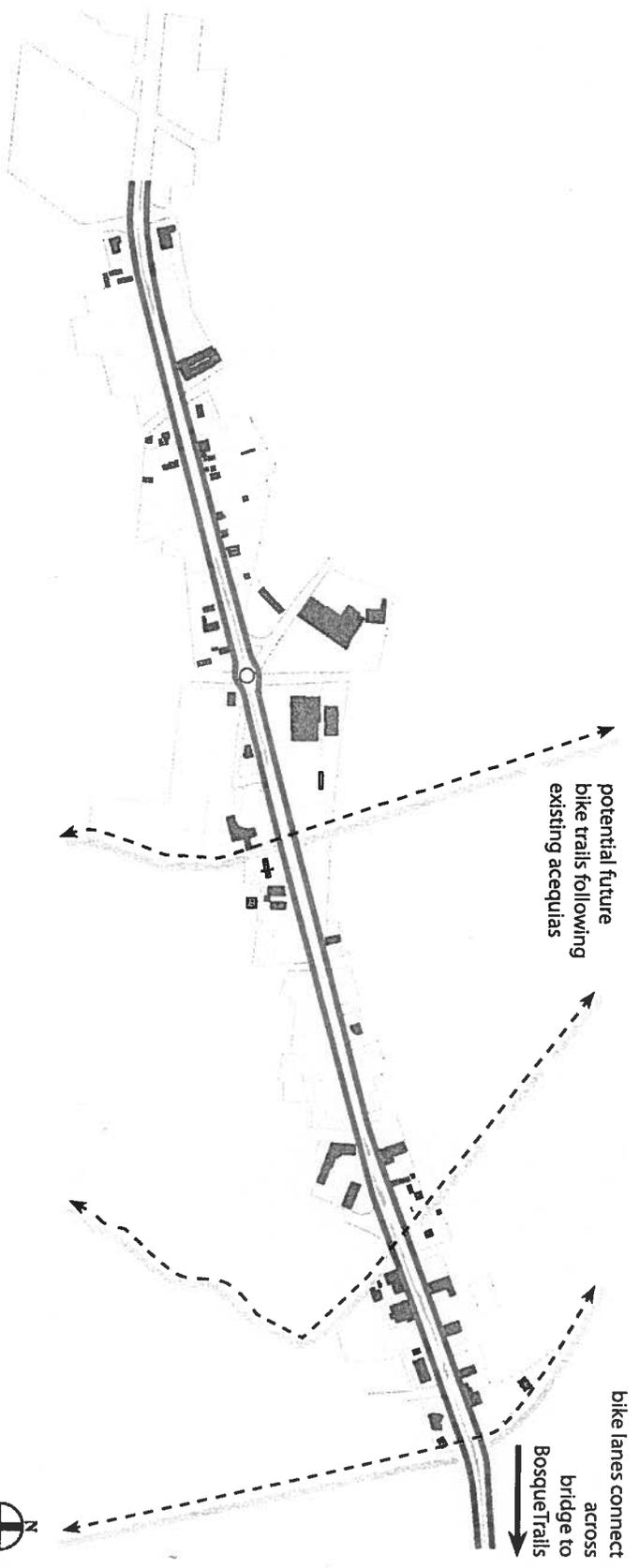
**NEW MEXICO DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

CN: A300482	MPO/RPO: MID-REGION MPO - ID: 7.10	NMDOT Dist.: 3	County: Bernalillo	Municipality: Village Of Tijeras
Fed/State ID: A300482	Demo IDs:	Lead Agency: VILLAGE OF TIJERAS	OverSight: Delegated/State Administrated	
RT: NM 337	Project Location: TIJERAS AREA SIDEWALK IMPROVEMENTS AND ADA UPGRADES ON NM 337 - FROM OLD SCHOOL RD TO NM 333	Beg/End Mpnt: 29.080 - 29.330	Length: 0.250	
	Category: Facilities For Pedestrians & Bicycles		Est. Proj. Cost: \$150,000	
Project Scope:	CONSTRUCTION/INSTALLATION OF NEW SIDEWALKS AND ADA IMPROVEMENTS ON NM 337 WHERE IT DOES NOT EXIST TODAY BETWEEN NM 333 AND PUBLIC/OLD SCHOOL ROAD. MATCH IS PROVIDED BY NMDOT.			
Proj. Phases:	Y Environ. Document	Y Prel. Engr.	Y Design	Y Right-of-way
	Y Construction	Y Other	FHWA Work Zone Type: Routine	
Remarks:	AM-MAR-12, R-11-14 (THIS IS NOT PART OF AMPA TARGETS.)			

FUND SOURCE	PROGRAMMED FUNDS				TOTALS
	2012	2013	2014	2015	
State Match	\$37,500	\$0	\$0	\$0	\$37,500
STP/Enhancements	\$112,500	\$0	\$0	\$0	\$112,500
TOTALS:	\$150,000	\$0	\$0	\$0	\$150,000

CN: A300500	MPO/RPO: MID-REGION MPO - ID: 872.00	NMDOT Dist.: 3	County: Bernalillo	Municipality: Unincorporated Area
Fed/State ID: A300500	Demo IDs:	Lead Agency: COUNTY OF BERNALILLO	OverSight: Delegated/State Administrated	
RT: FL 4014	Project Location: BRIDGE BLVD GATEWAY ENHANCEMENT - FROM OLD COORS DR. TO RIO GRANDE BRIDGE	Beg/End Mpnt: 2.090 - 4.700	Length: 2.600	
	Category: Facilities For Pedestrians & Bicycles		Est. Proj. Cost: \$2,188,573	
Project Scope:	ADD 5,000" LANDSCAPED MEDIANS, 2,000" LANDSCAPED EASEMENTS, RECONSTRUCT SIDEWALKS, REMOVE OBSTRUCTIONS, INSTALL 6 BUS SHELTERS, ADA RAMPS, PED SIGNALS & SIGNAGE, ARTWORK ON BRIDGE, GATEWAYS.			
Proj. Phases:	Y Environ. Document	Y Prel. Engr.	Y Design	Y Right-of-way
	Y Construction	Y Other	FHWA Work Zone Type: Routine	
Remarks:	AM-OCT-12, R-11-03, R-09-09			

FUND SOURCE	PROGRAMMED FUNDS				TOTALS
	2012	2013	2014	2015	
Local Match	\$0	\$0	\$20,000	\$127,493	\$147,493
STP/Enhancements	\$0	\$0	\$60,000	\$382,479	\$442,479
TOTALS:	\$0	\$0	\$80,000	\$509,972	\$589,972

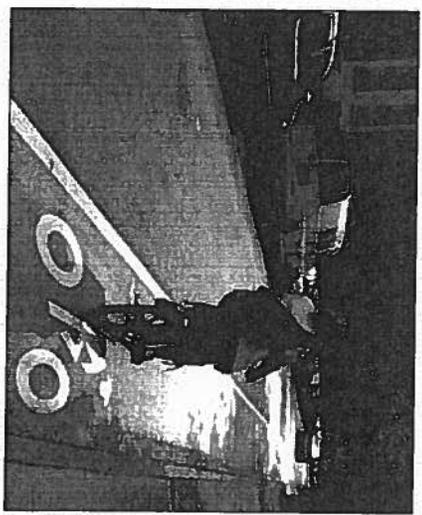


Bikes

The bike lanes along Bridge shall connect with the existing regional routes that flank the Rio Grande and connect to the city-wide bicycle route system. For safety, the lanes will be signed and painted for high visibility. These lanes will provide both commuter and recreational opportunities and will serve as a community amenity.

4 Corridor Design Policy

Bike lane demarked by solid color and white stripe for increased awareness and safety.



Crosswalks will respond to the following criteria:

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

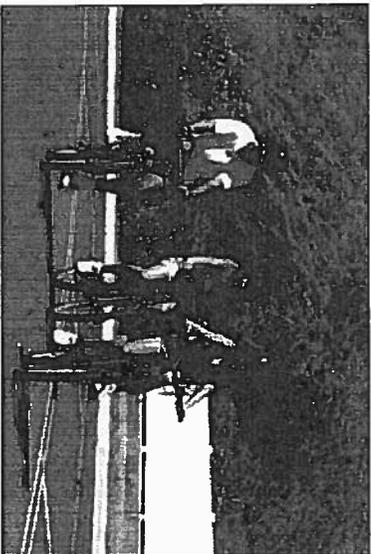
Bike Lanes

Despite the heavy traffic on Bridge, bikes and bike culture are important elements of daily life and contribute to a multi-modal solution to regional transportation. To properly promote and support safe biking, good practices such as those detailed below should be followed.

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

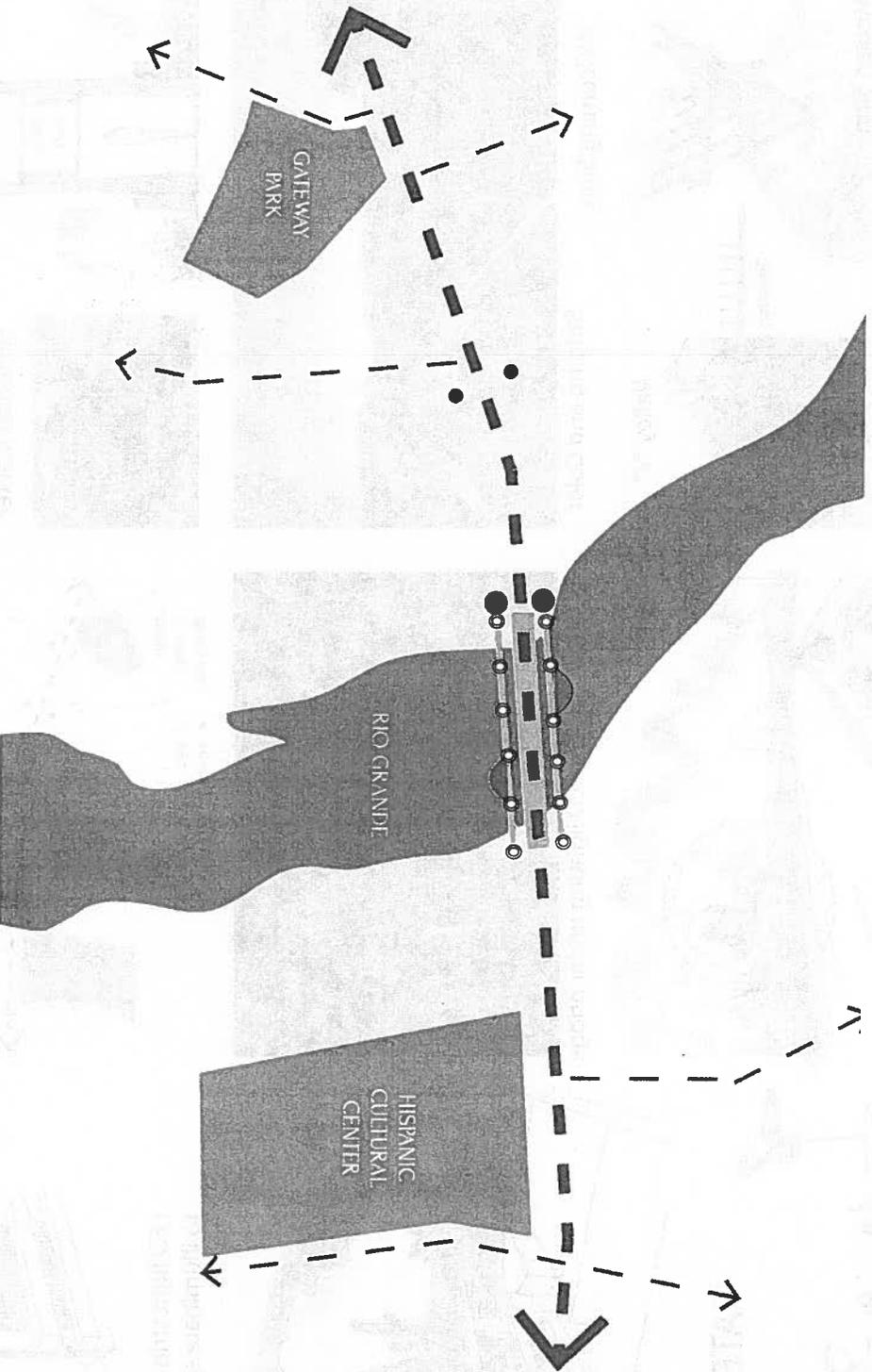
Landscape

1. Landscape requirements shall follow Section 19 of the Bernalillo County Zoning Code and the standards in the Ileta Boulevard Village Centers Sector Development Plan.
2. All new landscaping and development shall incorporate low impact storm water drainage techniques.



BRIDGE BOULEVARD

PROPOSED BRIDGE ENHANCEMENTS



LEGEND

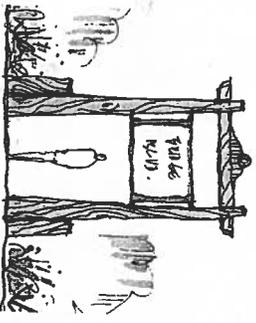
	BRIDGE		ROAD
	OVERLOOK		GATEWAY
	LIGHTING / BANNERS		

NOTE:

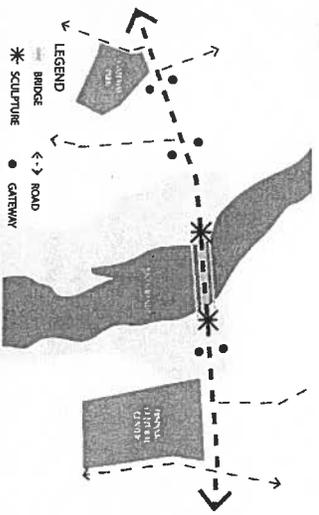
These proposed concepts are intended to enhance the experience of crossing the Rio Grande at Bridge Boulevard. Concepts depict a menu of options for improvements that can be done incrementally as budgets permit.

- Two overlooks, one accessible from the east side of the crossing and one from the west
- Banners and historic lighting that can be added to existing bridge structure
- New striping for bike lane and pedestrian crossing
- Gateway features on either side of the bridge, both for vehicular and pedestrian scale

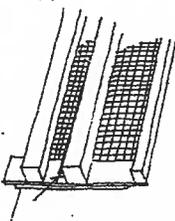
BRIDGE BOULEVARD



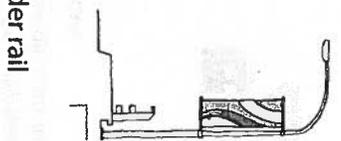
Historical Marker



Bridge railing w/
new mesh



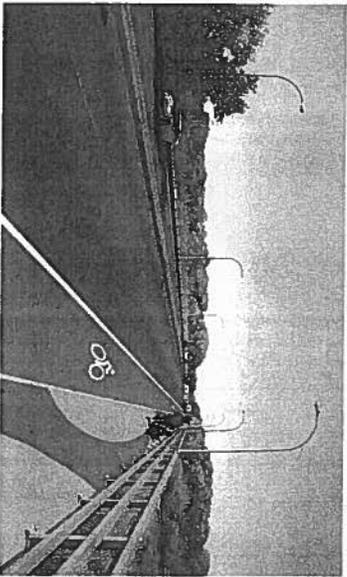
Banners on existing light poles w/ bosque theme



LED light strip under rail
to illuminate sidewalk

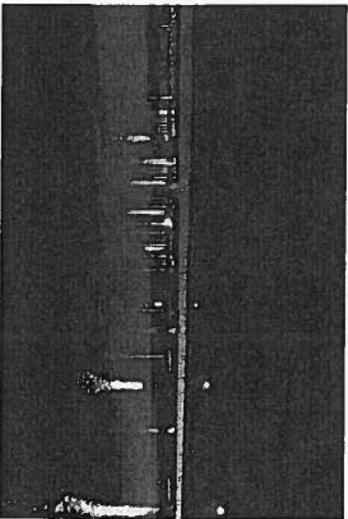


Art panels along railing

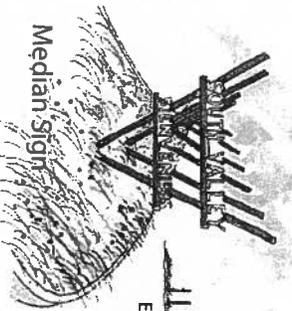


Welcoming Sign

Striping and Color



LED lighting under bridge



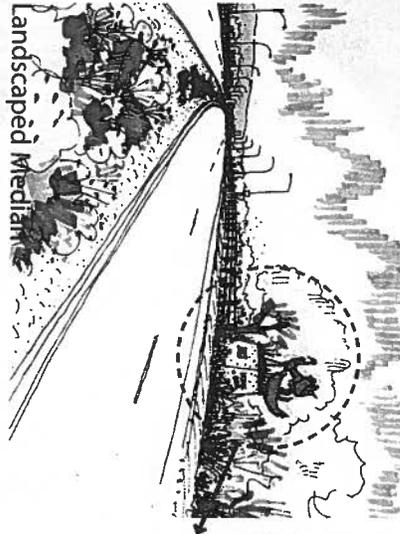
Median Sign

Elevation

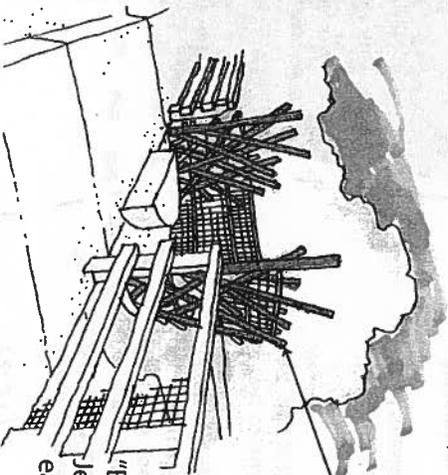


Valley "V"

Jetty Jacks



Landscaped Median



Jetty Jacks

OVERLOOK
and descanso

"Bird's Nest" constructed w/
Jetty Jacks at midway point on
each side

GATEWAY



Monument Sign at each end of bridge

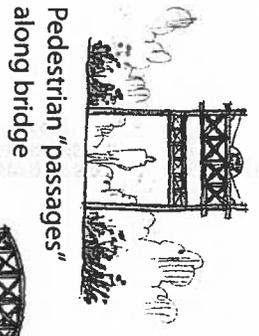


Sandhill Crane

BOSQUE

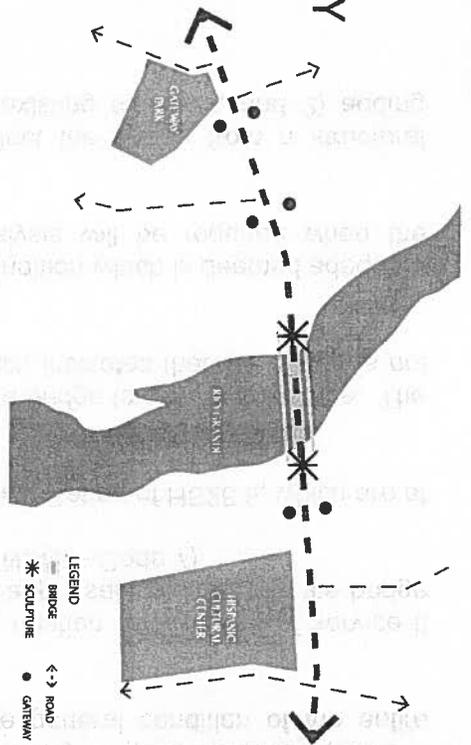
BRIDGE BOULEVARD

CROSSING

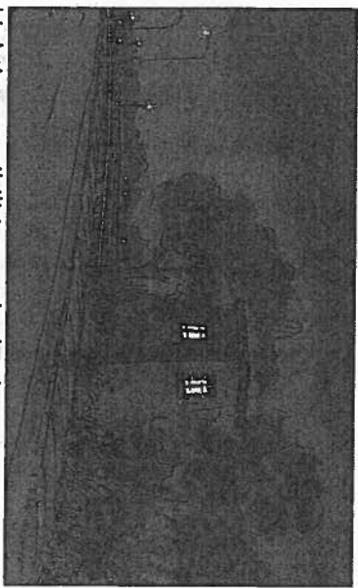


Pedestrian "passages" along bridge

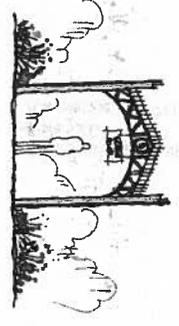
GATEWAY



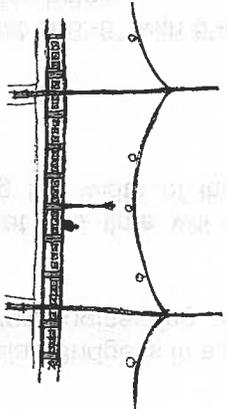
LEGEND
 — BRIDGE
 * SCULPTURE
 <-> ROAD
 ● GATEWAY



Lighting possibilities on the bridge



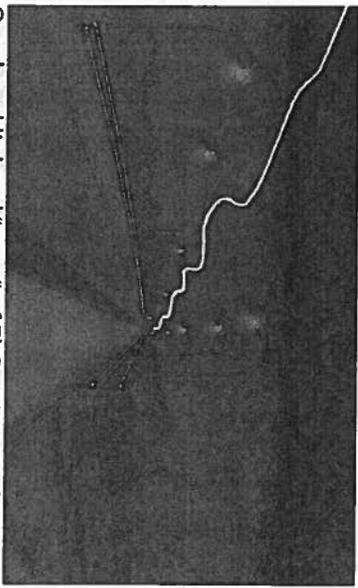
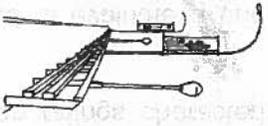
Gateway to bridge w/ historic reference



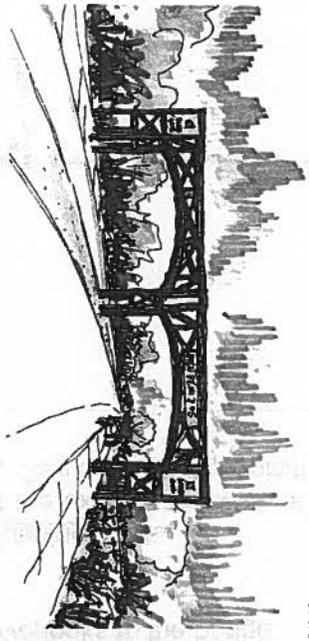
Historic lights between existing lights



Light Pole Banners



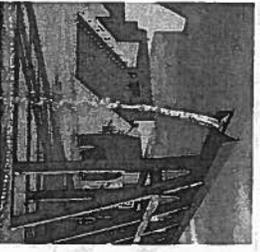
Overhead lighted "map" of El Camino Real



CAMINO

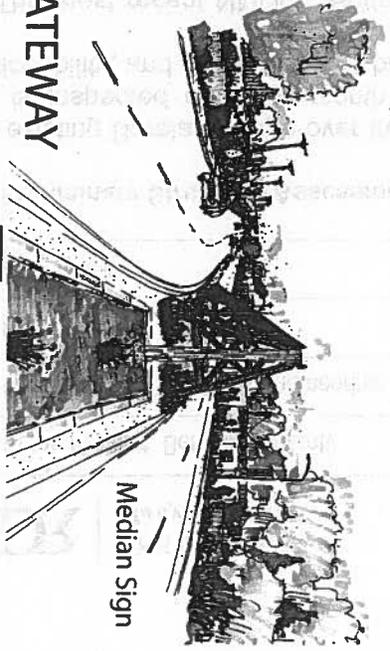


Barelas Bridge



National Hispanic Cultural Center

GATEWAY



Median Sign

To:	Nolan Bennett, Bernalillo County
From:	Lee Friberg, P.E., HDR Engineering, Inc. Project: Bridge Boulevard Gateway
CC:	File
Date:	April 2, 2013
Job No.:	

RE: Preliminary Structural Assessment of Bridge Structure

The existing Barajas Bridge over the Rio Grande on Bridge Boulevard was constructed in 1983 and is inspected on a 24 month cycle. There are several appraisals of bridge strength, serviceability, and condition. The bridge, as it exists today is in an acceptable condition state.

The most recent NMDOT Bridge Inspection Report dated March 1, 2011 reports condition ratings for the superstructure and substructure as *satisfactory to good* condition (NBIS – Code 6 and 7). The condition ratings characterize the general condition of the entire component being rated.

Appraisal rating items are used to evaluate a bridge in relation to the level of service it provides on the highway system of which it is a part. The appraisal indicates that the bridge is structurally “better than present minimum requirement” (NBIS – Code 7).

The bridge has an Inventory Rating of HS19.8 and Operating Rating of HS28.8, which are at or above the current standards.

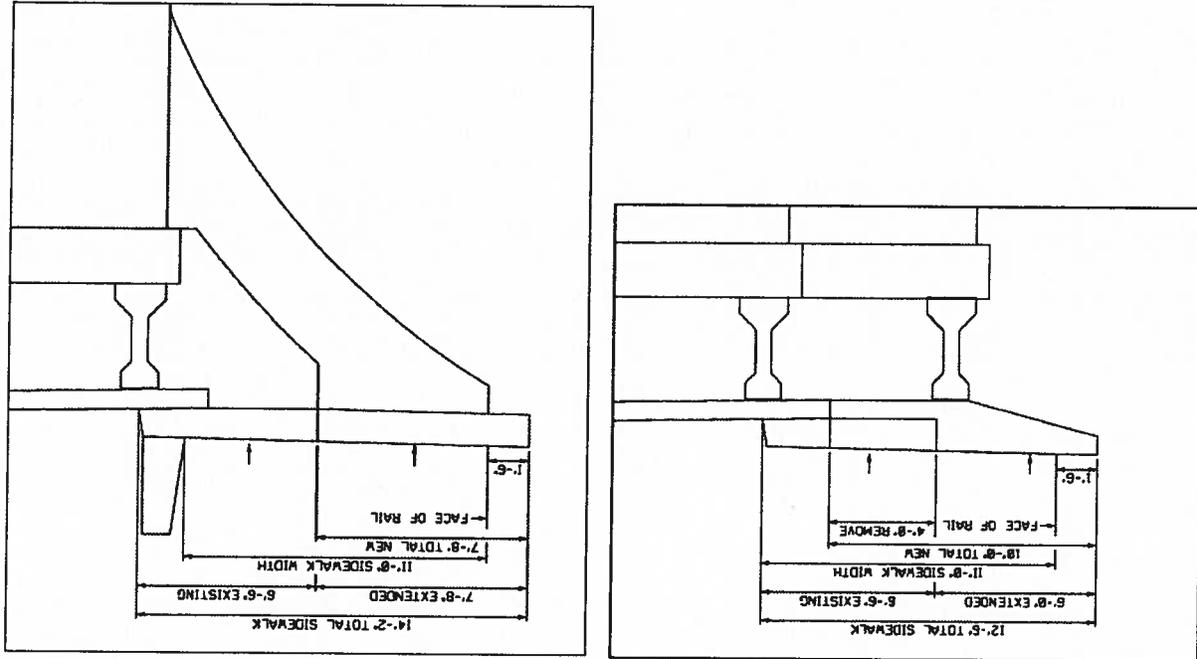
The sufficiency rating is used to indicate the sufficiency of a bridge to remain in service. The Sufficiency Rating for this bridge is reported as 76.4, which indicates that the bridge is *not eligible* for replacement or rehabilitation.

Based on these findings, the existing Barajas Bridge is in a condition which is deemed adequate for the proposed improvements. Further engineering analysis will be required when the improvements are refined.

Two improvements under investigation at this time will affect the bridge from a structural standpoint. These include 1) increasing the width of the existing sidewalk, and 2) adding pedestrian overlooks to the bridge.

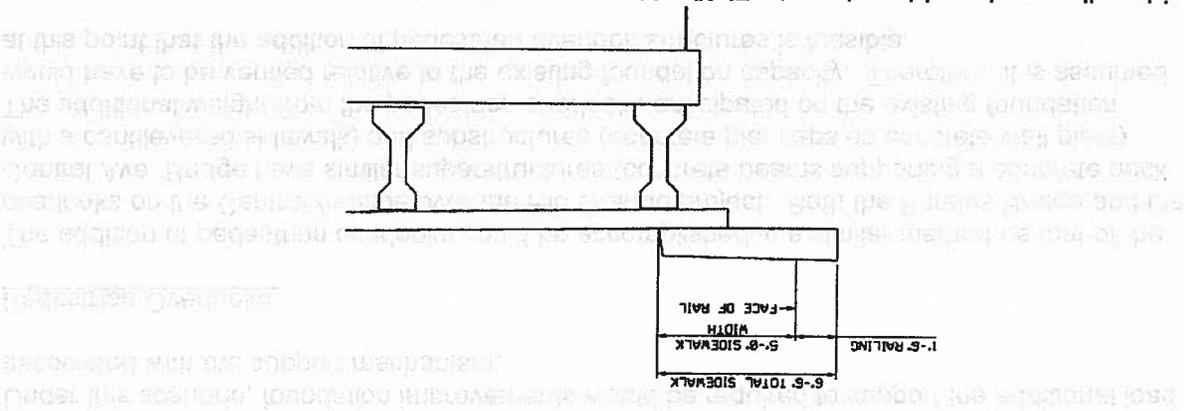
Sidewalk Widening:
The width of the existing sidewalk is a total of 6'-6" with 5'-0" of usable sidewalk due to a 1'-6" railing width. See the existing typical section below:

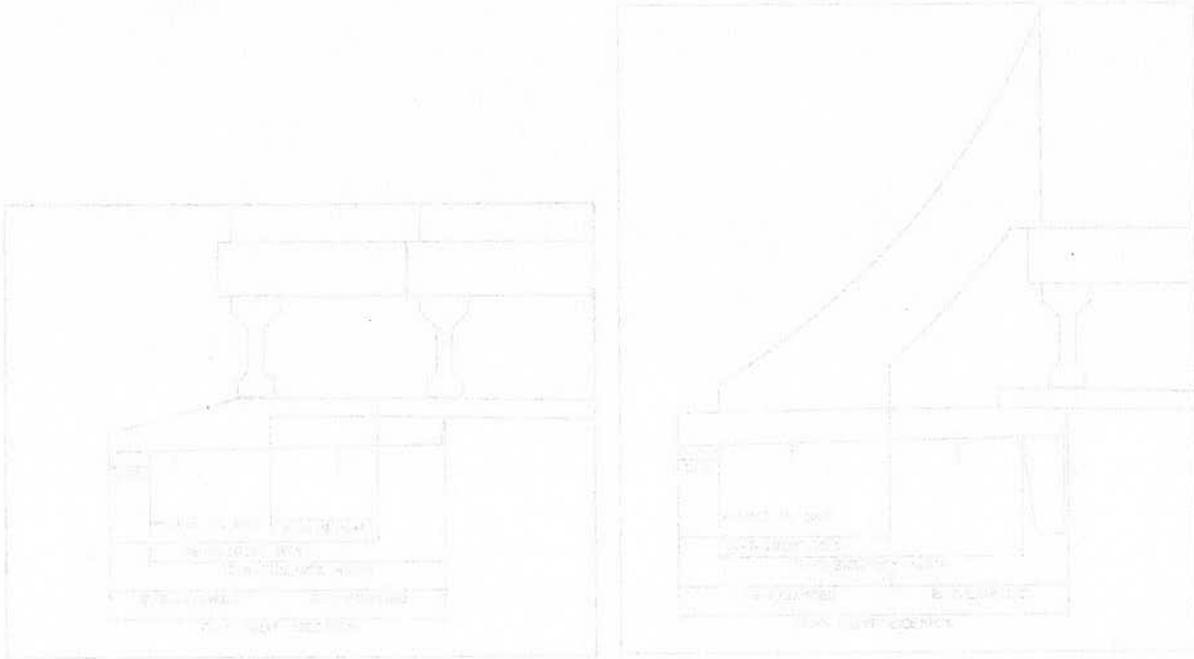
BRIDGE BOULEVARD



below:
 If a wider sidewalk is determined to be required by the project, the sidewalk may be widened up to a usable sidewalk width of 11'-0" with the addition of structural support systems. This would likely include an additional beam line with a widened pier support, or an added structural "arm" from the existing pier cap to support the cantilevered sidewalk. See conceptual sketches

This sidewalk may be widened up to 7'-6" with 6'-0" of usable sidewalk without significant structural support improvement. Sidewalk reconstruction including increased rebar size and/or spacing would be required.





The addition of pedestrian overlooks could be accomplished in a similar method as that of the overlooks on the Central Avenue over the Rio Grande project. Both the Baretas Bridge and the Central Ave. Bridge have similar superstructures (concrete beams supporting a concrete deck with a cantilevered sidewalk) and substructures (concrete pier caps on concrete wall piers). The additional weight from the pedestrian overlooks anticipated on the existing foundation would have to be verified relative to the existing foundation capacity. Therefore, it is assumed at this point that the addition of pedestrian overlook structures is feasible.

Under this scenario, foundation improvements would be required to support the additional load associated with the support mechanism.

Pedestrian Overlooks:

Under this scenario, foundation improvements would be required to support the additional load associated with the support mechanism.



ABQ^{the}PLAN



50-Mile Loop

- Project to connect and improve existing trails to create a 50-mile multi-use trail with on-street connections circling Albuquerque.
- Goals
 - promote health and outdoor recreation in our community
 - grow tourism in Albuquerque

Project Type	Project Title	Lead Agency	Annual Emissions Reduction Annual kg		
			CO	NOX	VOC
Bike/Ped Projects	Zuni Rd Improvements	ABQ-DMD	1,682.4	107.6	70.2
	Westside Blvd Widening	ABQ-DMD	200.2	12.8	8.3
	Osuna Blvd Improvements	ABQ-DMD	1,406.1	89.9	58.6
	Alameda Improvements	ABQ-DMD	814.2	52.1	34.0
	Great Streets	ABQ-DMD	114.6	7.3	4.8
	Albuquerque City Trails New Construction	ABQ-DMD	1,034.0	66.1	43.1
	2nd Street SW Complete Corridor	Bernalillo County	1,209.4	77.3	50.4
	2nd Street Multi-Use Trail	Bernalillo County	1,209.4	77.3	50.4
	Bridge Blvd Reconstruction	Bernalillo County	2,391.8	152.9	99.7
	Southern Blvd Reconstruction Phase 1	City of Rio Rancho	876.9	56.1	36.6
	Molina Roadway & Pedestrian Improvements	Town of Peralta	61.2	3.9	2.6
	Loma Larga Drive @ Meadowlark	Village of Corrales	30.7	2.0	1.3
	Bridge over the Harvey Jones Channel	Village of Corrales	11.5	0.7	0.5
	I-25 NM 6 Interchange	Village of Los Lunas	256.4	16.4	10.7
	North NM 314 Bike & Ped Improvements	Village of Los Lunas	72.0	4.6	3.0
	NM 6 & Riverpark Rd Intersection Improvements	Village of Los Lunas	317.0	20.3	13.2
	Southeast Los Lentes Rd Improvements	Village of Los Lunas	256.0	16.4	10.7
Morris Rd Extension	Village of Los Lunas	53.5	3.4	2.2	
Carson - Aspen -NMRX Station Rd, Bike/Ped Improvements	Village of Los Lunas	99.1	6.3	4.1	
Park & Ride Projects	ABQ-Ride Park & Ride: Facility Development	ABQ-Ride	6,440.7	411.8	268.6
	ABQ-Ride Park & Ride: Coors Corridor	ABQ-Ride	6,440.7	411.8	268.6
TDM Projects	Rio Metro Travel Demand Management	Rio Metro	51,835.1	3,224.8	2,160.2
	ABQ-Ride Travel Demand Management	ABQ-Ride	51,781.3	2,988.9	2,154.6
	ABQ Ride-Rio Metro Combined TDM	ABQ-Ride	103,616.4	6,213.8	4,314.8
	AMPA Wide Bicycle Facilities Program & Activities	ABQ-DMD	43,910.7	2,807.8	1,831.0
	AMPA Wide Bicycle/Pedestrian Safety Education Program for Youth	ABQ-DMD	40,102.4	2,564.3	1,672.2
Transit Enhancement	ABQ-Ride Fixed Route Expansion	ABQ-Ride	153,566.1	8,180.6	6,380.1
	NW Metro Area Bus Rapid Transit Implementation Phase 1	Rio Metro	240,407.6	10,546.0	9,955.8
Capacity	Westside Blvd Widening, Golf Course Rd - NM 528	ABQ-DMD	-2000	-130	-70
	Osuna Blvd Improvements, 2nd St - north Diversion Channel	ABQ-DMD	-3600	-230	-150
	Alameda Improvements, 2nd St - I-25	ABQ-DMD	-23298	-1439	-429
	Lomas Blvd Improvements, Washington - San Mateo	ABQ-DMD	-2827	-181	-99
	Zuni Road Improvements, Washington - Central	ABQ-DMD	837	54	30
Capacity + Bike/Ped	Westside Blvd Widening, Golf Course Rd - NM 528		-1,799.8	-117.2	-61.7
	Osuna Blvd Improvements, 2nd St - north Diversion Channel		-2,193.9	-140.1	-91.4
	Alameda Improvements, 2nd St - I-25		-22,483.8	-1,386.9	-395.0
	Zuni Road Improvements, Washington - Central		2,519.4	161.6	100.2



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: May 28, 2013

B. Sponsoring public entity: Bernalillo County

C. Project Name: 2nd St NW (Alameda Drain)Trail

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.

2nd St NW Trail connects North Valley neighborhoods to downtown employment. Local economic development efforts need to be integrated so that quality of life, natural resources, housing, transportation, etc. Aspects of a community reinforce and leverage each other as a means to attract companies and recruit a skilled labor forces. This trail complements the approach by providing a non-private vehicular mode option to current and future residents within a diverse North Valley community.

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.

2nd St NW Trail provides a safe, off-roadway alternative for pedestrians and bicyclists. Studies by the League of American bicyclists have shown that dedicated cycling facilities increase ridership instead of expecting all cyclists of all abilities to use vehicular travel lanes.

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.

2nd St NW Trail is designated a long-distance (regional) trail on the Long Range Bikeway System map. The trail represents additional north/south routes to complement the existing parallel north/south connections (e.g., North Diversion Channel Trail, Paseo del Bosque Trail) and to provide more opportunities for linking to recently completed east/west trail segments (e.g., Alameda Boulevard Trail).

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.

2nd St NW Trail will reduce VMT and vehicular emissions by increasing opportunities for non-vehicular trips. (MRCOG will provide air quality impact data.)

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

2nd St NW Trail provides transportation choices to low income and minority populations in the North Valley.

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.

2nd St NW Trail is identified in the "North Valley Area Plan" (p. 106), the "Pedestrian and Bicyclist Safety Action Plan" (pp. 88, 90, 91), and the "Long Range Bikeway System" map (part of the "2035 MTP").

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.

Bernalillo County will maintain the trail which is adjacent to its roadway. Maintaining adjacent assets is more efficient than widely separated ones.

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.

2nd St NW Trail utilizes Alameda Drain right-of-way parallel to roadway. Multiple uses of these facilities strengthens connections within the overall transportation system.

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.



PROJECT IDENTIFICATION FORM (PIF)

INSTRUCTIONS: Please complete all sections thoroughly.

See the end of this document for required distribution.

1. **Date of Submittal:** May 28, 2013

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:** Bernalillo County 5. **Project Name:** 2nd St NW (Alameda Drain)Trail

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 #:** 2014-58

7. **Is the project in or consistent with a MPO/RPO/Local planning document?** Yes.

If yes, which document (MTP/SLRP/TTP/etc.): 2035 MTP Long Range Bikeway System map; North Valley Area Plan (p. 106); Pedestrian and Bicyclist Safety Action Plan (pp. 88, 90, 91)

8. **Is the project in the STIP?** No. **If yes, year(s):** Enter year(s). **Control #:** Enter CN.

9. **Is the project on the MPO TIP/RPO RTIPR?** Yes. **If yes, which year(s):** 2016-2017

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:** 15

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

14. **Contact Person and/or PDE:** Steve Miller

15. **Address:** 2400 Broadway Blvd SE, Albuquerque, NM 87102

16. **Phone:** 505-848-1508

17. **Fax:** 505-848-1510

18. **E-mail:** stevem@berncov.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.**

Construct a multi-use trail from Roy Ave to Osuna Rd with ADA compliant crossings. Project can be phased: Roy Ave to Alameda Blvd; Alameda Blvd to Paseo del Norte; Paseo del Norte to Osuna Rd

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: 2nd St NW 24. Length (mi.): 4.5
25. Begin mile post/intersection: Roy Ave 26. End mile post/intersect.: Osuna Rd
27. Directions from nearest major intersection or landmark: Enter directions, field will expand.
28. Google Maps link (see tutorial for help): <http://goo.gl/maps/rT5wL>
29. Roadway FHWA Functional Classification(s): Principal Arterial
-

Funding Information

30. Has this project received Federal funding previously? No. If yes, which years? Enter year(s).
Which program(s)? Enter program(s).

Please Itemize the Total Project Costs by Type

31. Environmental/Planning: \$25,000 32. Preliminary Engineering: \$0
33. Design: \$175,000 34. Right-Of-Way: \$0
35. Construction: \$1 million 36. Other (specify): \$0

Funding Sources

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

37. **Total Project Cost Estimate:** \$1.2 million
38. **Local/County/Tribal Gov't Funds*:** \$174,720 [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):** \$1,025,280

* 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:** North Valley community meetings were held for CIP and Pedestrian and Bicyclist Safety Action Plan identifying this project need.

44. **Right of Way:** N/A

45. **Design:** N/A

46. **Environmental Certification**:** N/A

47. **Utility Clearances:** N/A

48. **ITS Clearances:** N/A

49. **Railroad Clearances:** N/A

50. **Other Clearances:** 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.

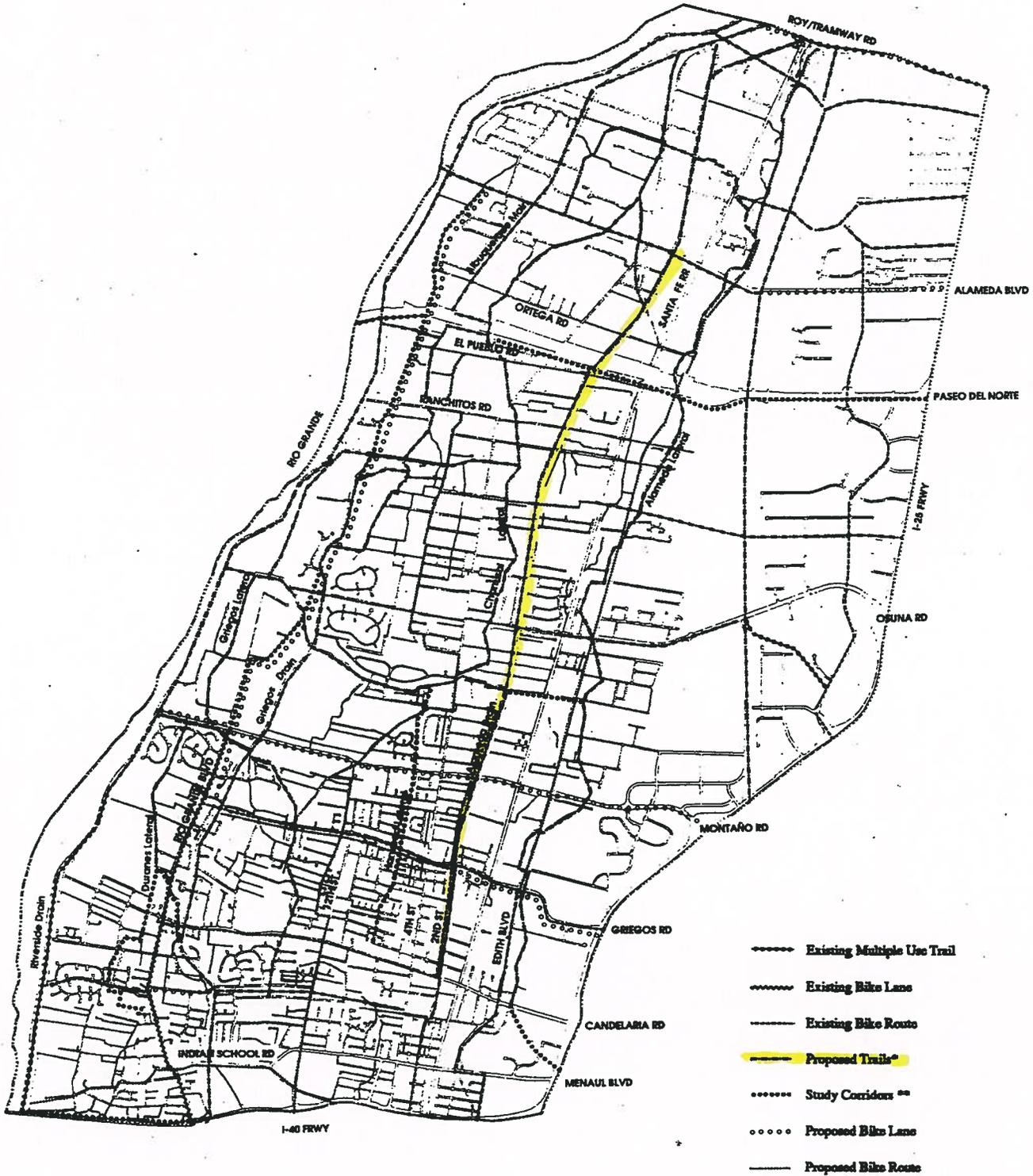
Project Planning Factors

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.



*Trails proposed in Water-Based Recreation Study, Bikeways Master Plan and Facility Plan for Arroyos.
 **Under Consideration in the Trails Facility Plan currently being developed.



January 1993

TRAILS & BIKEWAYS

North Valley Area Plan

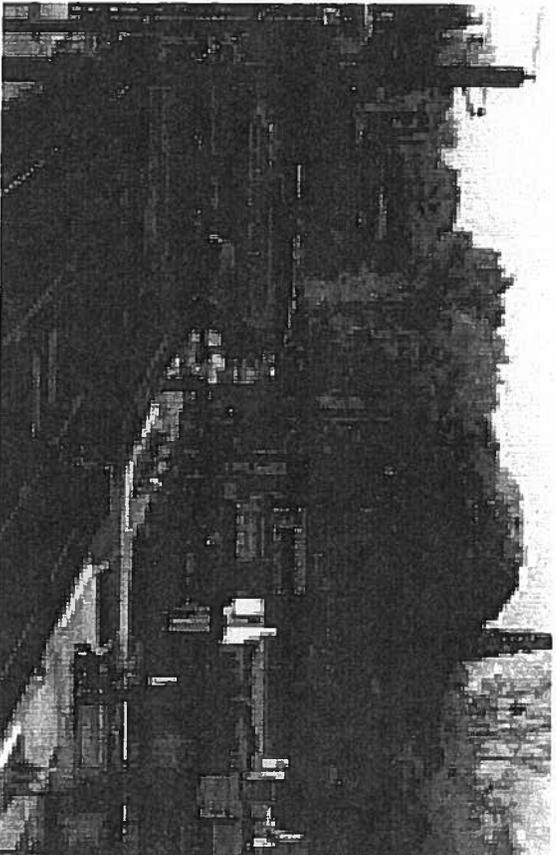
MPO Project ID	Project Title	Lead Agency	CO/yr reduction	VOC/yr reduction	NOX/yr reduction	Annualized Project Cost
BikePed	NM 333 Bike/Ped Enhancements	Village of Tijeras	339.36	17.70	20.98	\$67,500.0
Capacity	Osuna Blvd Widening, Phase 2, 2nd St-North Diversion Channel	ABQ-DMD	3600	150	230	\$622,144.0
BikePed	I-40 Trail	ABQ-P & Rec	1527.59	79.67	94.44	\$150,000.0
Capacity	North Diversion Channel Rd Construction, Osuna-Alameda	ABQ-DMD	12560	530	810	\$1,075,250.0
BikePed	PDN Corridor Bikeways	ABQ-P & Rec	2416.56	126.03	149.40	\$200,000.0
BikePed	Pecos Loop Sidewalk Project	City of Rio Rancho	373.38	19.47	23.08	\$20,000.0
BikePed	Alameda Drain Trail	Bernalillo County	1303.06	67.96	80.56	\$24,866.1
Transit	ABQ-Ride- Coors & Eagle Ranch Park & Ride	ABQ-Ride	10408.78	542.83	643.49	\$187,500.0
Transit	ABQ-Ride-NW ABQ/ Southern Rio Rancho Park & Ride	ABQ-Ride	5204.39	271.41	321.75	\$91,250.0
Capacity	Broadmoor Blvd Exp, Northern Blvd-PdV	City of Rio Rancho	4650	980	420	\$30,000.0
TDM	AMPA Wide Bike/Ped Safety Program for Adults	ABO-P & Rec	4025.19	209.92	248.85	\$16,152.0
Transit	NW ABQ/Rio rancho High Capacity transit/BRT	Rio Metro	319869.33	16573.67	18255.90	\$1,033,333.3
TDM	AMPA Wide Bike/Ped Safety Program	ABO-P & Rec	8050.38	419.83	497.69	\$22,666.7
TDM	Rio Metro TDM	Rio Metro	56836.00	2964.06	3513.49	\$96,810.5
TDM	AMPA Wide Bicycle TDM	ABQ-DMD	45695.82	2383.07	2825.02	\$67,298.6
Transit	ABQ-Ride Fixed Route Expansion & Revisions	ABQ-Ride	2773434.04	144524.95	169898.50	\$386,118.9
TDM	ABQ-Ride TDM	ABQ-Ride	0.00	0.00	0.00	\$0.0
Capacity	Westside Blvd Widening, Golf Course Rd-NM 528	ABQ-DMD	-2000	-70	-130	\$35,112.4
Capacity	Unser Corridor Improvements., Central Ave-Bernalillo -Sandoval Co. Ln	ABQ-DMD	-19300	-880	-1280	\$470,278.9
Capacity	Unser Blvd widening Middle Sect. ph 2b, Cherry Rd-PdV	City of Rio Rancho	-19590	-640	-1560	\$627,500.0
Capacity	Northern Blvd Expansion Phase 2, Acorn Loop-Broadmoor	City of Rio Rancho	-6050	-180	-380	\$431,250.0



Bernalillo County

Pedestrian and Bicyclist Safety Action Plan

July 2012



Isleta Boulevard, an example of a Complete Street

Atrisco-Five Points Area Pedestrian-Bicycle Facilities

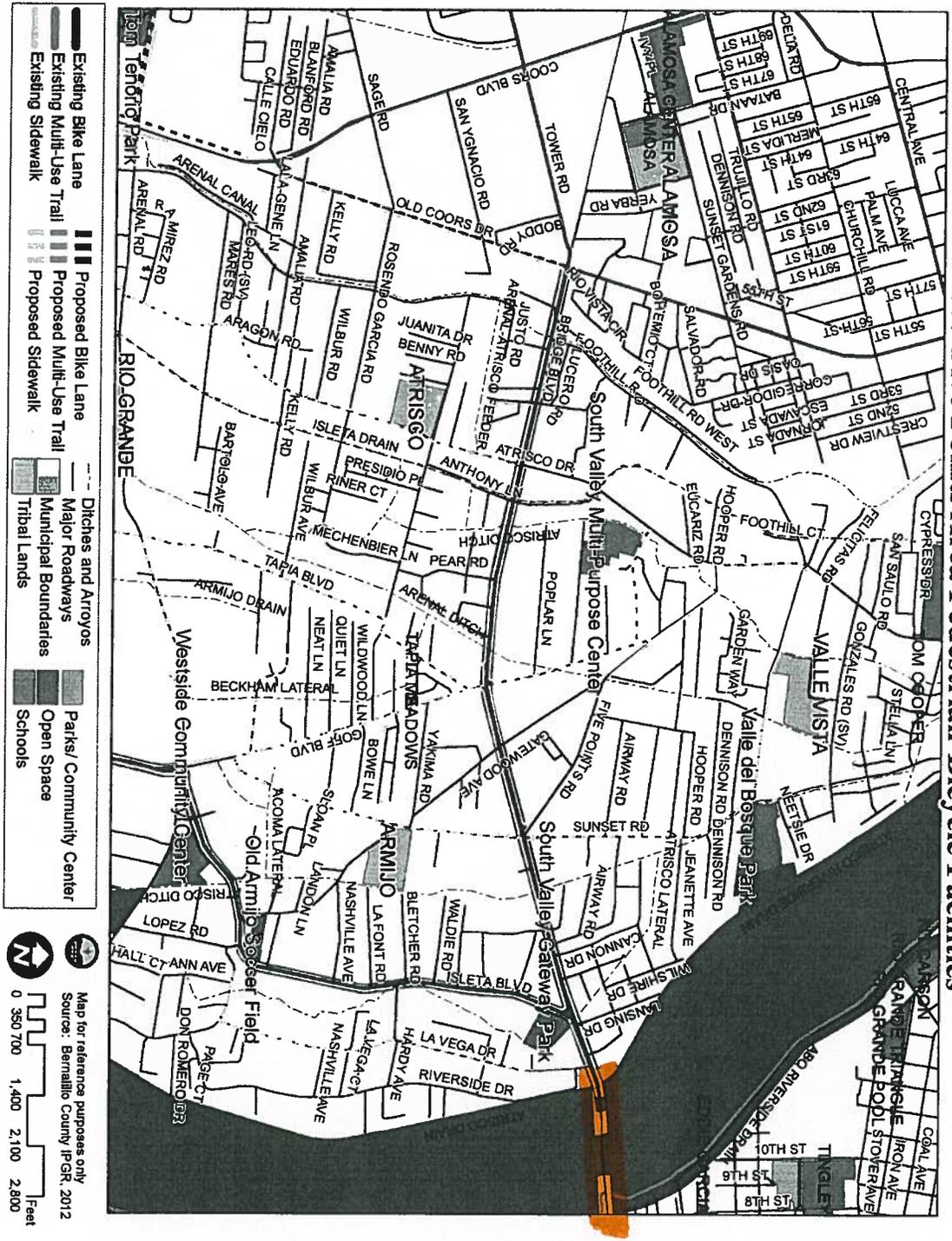


Exhibit 30: Bernalillo County Pedestrian and Bicycle Facility Projects - Southwest Area (continued)

Facility	Type	Description	Connectivity	Funding	Cost	Source
Sunport Railrunner Station	Sidewalks, crosswalks, lighting	Prince St. and Cmo. del Tren N Rio Bravo	Sunport Stn.	HSIP	\$ 259,700	BC
Shirk Ln	Sidewalks, crosswalks, lighting	Ditch and 2 nd St.	Mtn View ES	GO, SRTS	\$ 102,520	BC
Mountain View Neighborhood	Sidewalks, crosswalks, lighting	Prince St, Prosperity Av, Williams St, Murray Rd.	Mtn. View Comm. Center	GO Bonds	\$ 836,860	BC
Desert Rd.	Sidewalks, crosswalks, lighting	2 nd St. to Broadway Blvd.		GO Bonds	\$ 960,700	BC
Woodward Rd. (COA)	Sidewalks, Bike Lanes, Lighting	2 nd St. to Broadway Blvd.		STP-E	\$ 300,000	MTP
Coors Blvd. Corridor (NMDOT)	Sidewalks, Bike Lanes, or Wide Shoulders, Crosswalks, Lighting	Sage Rd. to Gun Club Rd. to Malpais Rd.		STP-U, CMAQ	\$ 8,150,000	MTP
Bridge Blvd. Corridor	Sidewalks, Bike Lanes, Crosswalks, Lighting	Coors Blvd. (via Tower) to Barelvas Bridge		Funded in TIP - \$1.131 million		
Broadway Blvd. Corridor (NMDOT)	Sidewalks, Bike Lanes, or Wide Shoulders, Crosswalks, Lighting	Woodward Rd. to Desert Rd.		STP-U, CMAQ	\$ 3,150,000	MTP
D. Chavez/ Rio Bravo Corridor (NMDOT)	Sidewalks, Bike Lanes, or Wide Shoulders, Crosswalks, Lighting	Paseo to Coors	Atrisco Heritage HS	STP-U, CMAQ	\$14,105,000	MTP
Isleta Blvd. Corridor	Sidewalks, Bike Lanes, or Wide Shoulders, Crosswalks, Lighting	Rio Bravo Blvd. to I-25		STP-U, CMAQ	\$ 4,260,000	MTP
Isleta Blvd. Midblock Crossings	Pedestrian HAWK Signals	Install/ replace pedestrian signals at 1 midblock crossing		HSIP	\$ 312,400	BC
Second St. (South) Corridor	Multi-use trail, Crosswalks, Lighting	Woodward Rd. to Desert Rd.	Mtn View CC, ES, Sunport Stn	STP-E, CMAQ	\$ 2,000,000	MTP
Pajarito Rd. Corridor	Sidewalks, Bike Lanes/ Wide Shoulders, Crosswalks	Coors Rd. to Escarpment Rd.		STP-E, CMAQ	\$ 5,346,000	MTP
Arenal Canal	Multi-Use Trail	Pajarito Rd. to Malpais Rd.		STP-E	\$ 1,011,420	BC
Rio Grande Trail	Multi-Use Trail extension	South Diversion Channel to I-25		STP-E	\$N/A	
Amole Arroyo Trail (AMAFCA)	Multi-Use Trail	Coors Blvd. west to La Ceja open space		STP-E	\$ 2,200,000	MTP
Isleta Drain Trail (MRGCD)	Multi-Use Trail	Central Ave. to Rio Bravo Blvd.		STP-E	\$ 7,600,000	MTP
Tijeras Arroyo Trail (AMAFCA)	Multi-Use Trail	South Diversion Channel east		STP-E	\$ 1,800,000	MTP
S. Diversion Channel (AMAFCA)	Multi-Use Trail extension	Sunport Blvd. to Gibson Blvd.		STP-E	\$ 1,760,000	MTP
Bosque Trail	Multi-Use Trail reconstruction	South Diversion Channel to Bridge Blvd.		Funded in TIP - \$1 million		

Mountain View Area Pedestrian-Bicycle Facilities

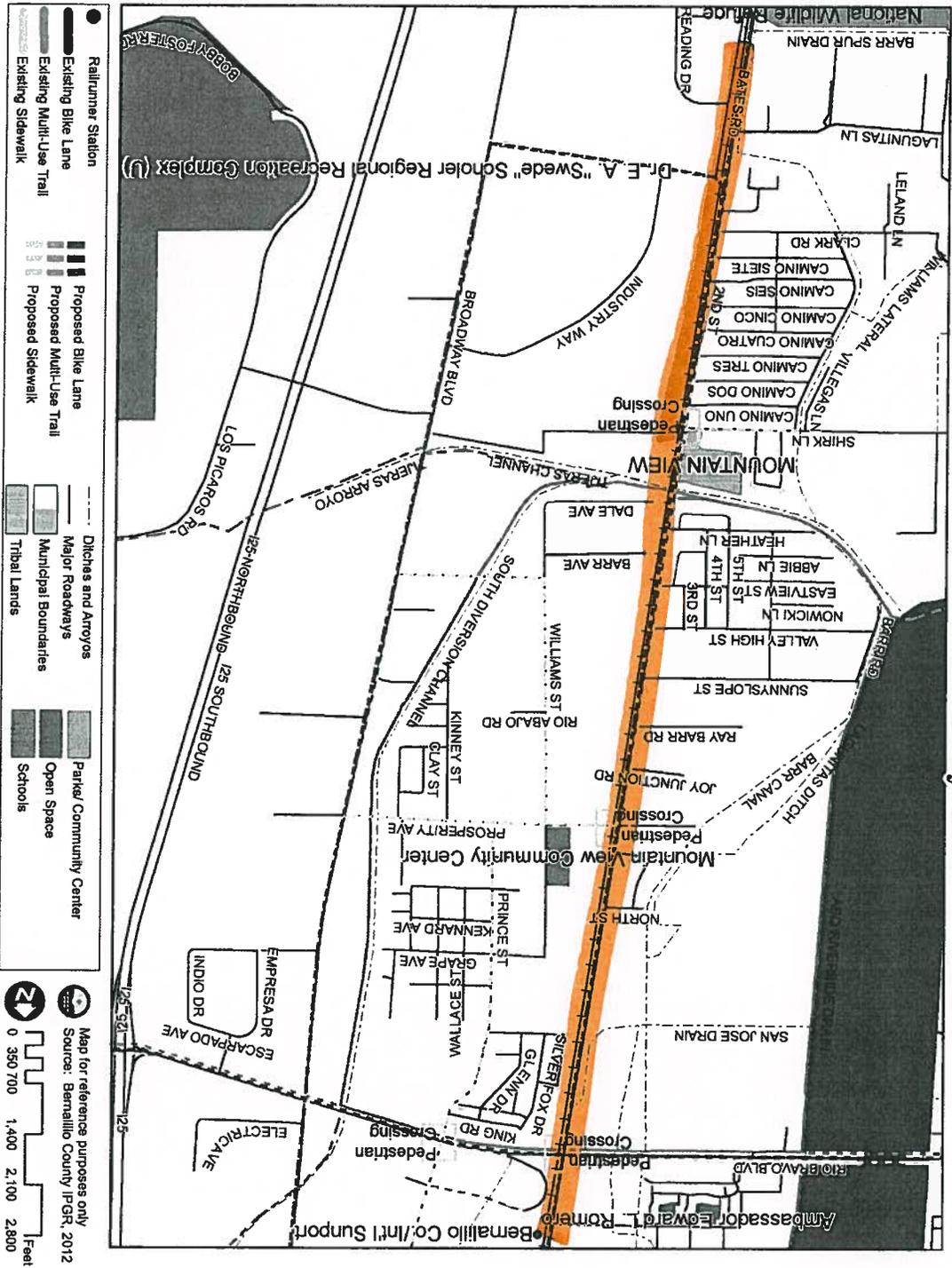
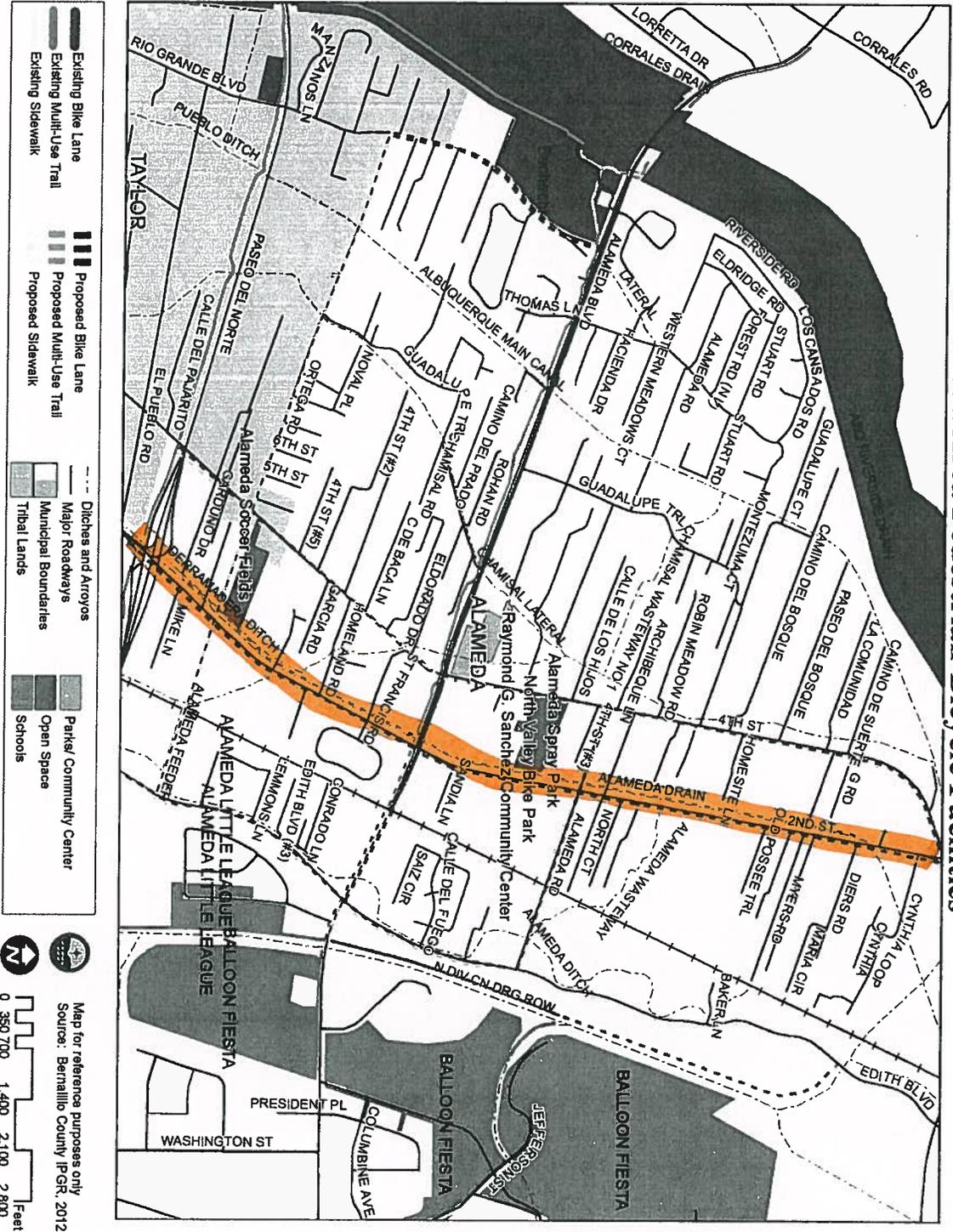


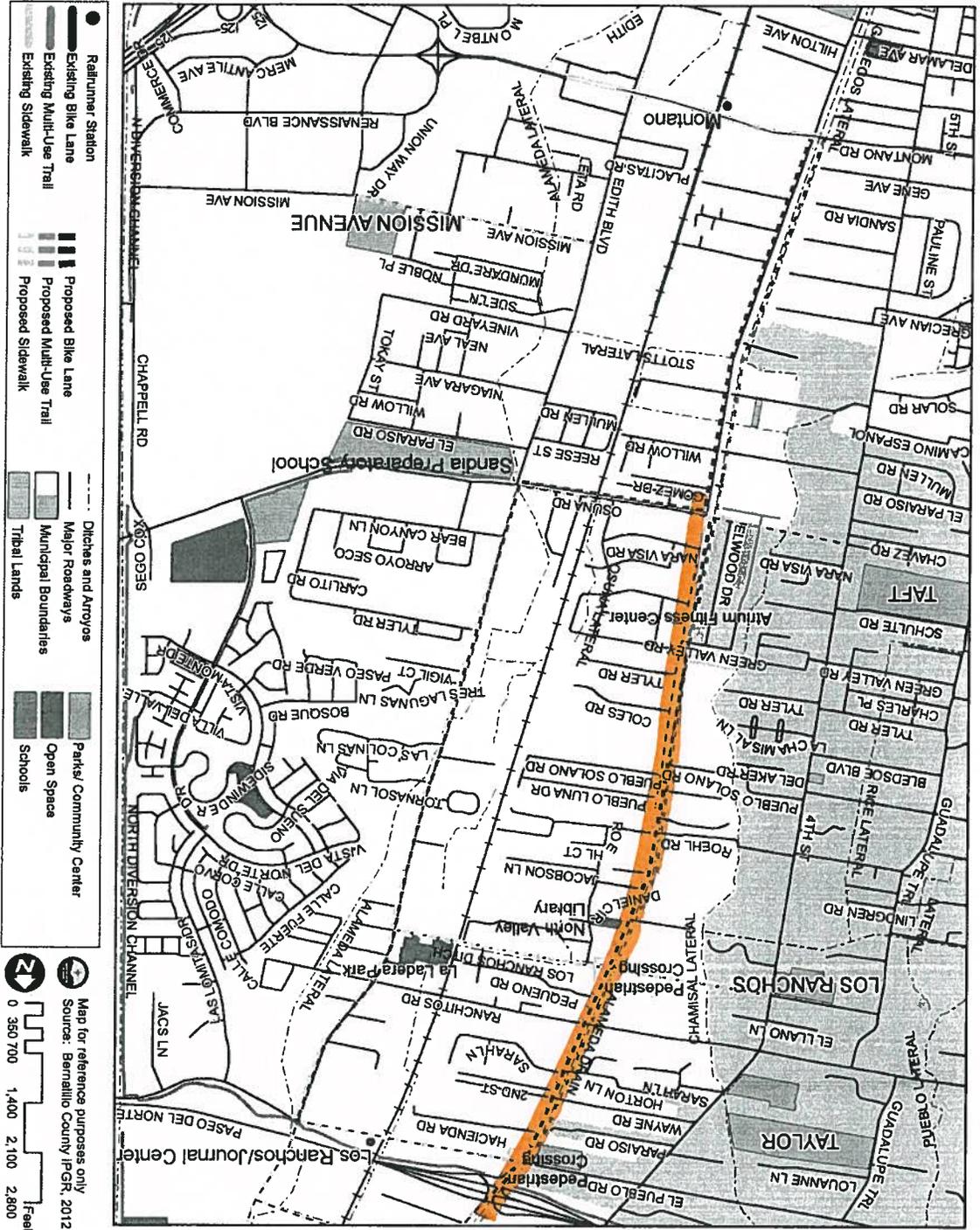
Exhibit 30: Bernalillo County Regional Pedestrian and Bicycle Facility Projects - Northwest Area (continued)

Facility	Type	Description	Connectivity	Funding	Cost	Source
4 th St. Corridor	Sidewalks, Bike Lanes(restripe lanes), Crosswalks, Lighting, Bus Shelters	Osuna Rd to Roy Ave.		STP-U, CMAQ	\$ 381,007	BC
2 nd St. (North) Corridor	Sidewalks, Bike Lanes, Crosswalks, Lighting	Osuna Rd to Roy Ave.	North Valley Library	STP-U, CMAQ	\$ 9,209,121	MTP
Osuna Rd.	Sidewalks, Bike Lane, Crosswalks, Lighting	2 nd St. to Edith Blvd.		STP-U, CMAQ	\$ 3,069,000	MTP
Edith Blvd. Corridor	Sidewalks, Bike Lanes	Osuna Rd. to N. Diversion Channel		STP-U, CMAQ	\$1,300,000	MTP
Rio Grande Blvd.	Sidewalks, Bike Lanes	Ortega Rd. to Alameda Rd.	Bachechi OS	STP-E	\$ 470,000	MTP
Ortega Rd.	Sidewalks	Rio Grande to Edith (easement req'd)		GO Bonds	\$ 599,660	BC
Mission Ave.	Sidewalks, crosswalks, lighting	Edith Blvd. to Renaissance Dr.	Mission ES	GO, SRTS	\$ 214,480	BC
Irving Blvd.	Complete sidewalk, bike lane gaps	La Paz Dr. to Golf Course Rd.		GO Bonds	\$ 536,000	BC
La Orilla Rd.	MU Trail, Sidewalks, Bike lanes	Golf Course Rd. to Coors Blvd.		Funded - \$400,000		
El Pueblo Railrunner Station	Sidewalks, Bike Lanes	El Pueblo Rd. 2 nd St. to Edith Blvd.		HSIP	\$ 202,740	BC
Alameda Rd.	Sidewalks	4 th St. to Edith Blvd.		GO Bonds	\$ 242,280	BC
Los Ranchos Rd.	Sidewalks, crosswalks, lighting	4 th St. and Edith Blvd.	Los Ranchos ES	GO, SRTS	\$ 327,180	BC
La Paz Dr.	Sidewalks	Irving Blvd. to Chaparral Cir.		GO Bonds	\$ 229,020	BC
Paradise Hills Neighborhood	Sidewalk Repair, Complete gaps, ADA accessible	28 streets	Paradise Com.Ctr Sierra Vista ES	GO Bonds	\$2,140,000	BC
Paradise Blvd.	Sidewalks, bike lanes, MU trail	La Paz Dr. to Golf Course Rd.		GO Bonds	\$ 390,440	BC
Paradise Hills Midblock Crossing	Pedestrian bridge or HAWK signal	La Paz @ Paradise Blvd.	Monroe MS, Sunset View ES	HSIP	\$ N/A	COA
Paradise Blvd. Trail	Widen, extend MU Trail	La Paz Dr. to Golf Course Rd.		Funded in TIP-\$819,288		
Alameda Drain Trail (MRGCD)	Multi-Use Trail	Montano Rd. to N. Diversion Channel		Funded in TIP-\$629,000		
N. Diversion Channel (AMAFCA)	Multi-Use Trail extension	Balloon Park to Alameda Drain Trail		STP-E	\$1,260,000	MTP
Calabacillas Arroyo (AMAFCA)	Multi-Use Trail	Lyon Rd. to Gold Course Rd.		STP-E	\$2,000,000	MTP

Alameda Area Pedestrian-Bicycle Facilities



North Edith Area Pedestrian-Bicycle Facilities





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: May 28, 2013

B. Sponsoring public entity: Bernalillo County

C. Project Name: 2nd St SW (Valle de Oro) Trail

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.

2nd St SW Trail will connect residents to the new Valle de Oro Urban Wildlife Refuge in the South Valley. It also connects residents to the Bernalillo County/Sunport Commuter Rail Station. The Railrunner and urban wildlife refuge are intended to be integrated economic development efforts centered around recreation, natural environment, and multi-modal transportation to serve all segments of the community. This trail project not only complements these other federally and locally funded projects, it will also help to revitalize the Mountain View community which has historically had only industrial and low income residential development.

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.

2nd St SW Trail will provide a safe off-roadway pedestrian/bicyclist facility to transit riders walking to bus stops and school children walking to school. Currently, pedestrians/ bicyclists use the roadway with heavy commercial trucks turning into industrial properties. Other safety features will include lighting, signage, and median refuges. Safety issues are identified in the "2nd St HIA." The trail also provides a safe alternative for Albuquerque and other nearby residents to use the Railrunner and to bike/walk to the Valle de Oro wildlife refuge

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.

2nd St SW Trail will connect to the Bosque Trail and Chris Chavez Trails as well as the South Valley TOD, Mountain View school and community center, and the Valle de Oro wildlife refuge. The trail will give residents in this area a much needed option other than a private vehicle to access work, school, shopping, and recreational destinations within or near their community. This trail will also increase the mobility options for non-Mountain View residents to visit this area of the South Valley.

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.

2nd St SW Trail will reduce VMT and vehicular emissions. (MRCOG will provide air quality impact data.) Tremendous opportunity and potential exists for the new wildlife refuge to help promote usage of the trail as an option to visit their future facility, thereby adding a complementary element of environmental education to the public.

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

2nd St SW Trail provides transportation choices for low income and minority populations in the South Valley. It will give residents in this area a much needed option other than the private vehicle to access work, school, shopping, and recreational destinations within and near their community.

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.

2nd St SW Trail is identified in the "Mountain View 2nd Street Study" (pp. 16, 37), "2nd St. Health Impact Assessment" (pp. 9, 12, 16, 22, 24, 25), "Pedestrian and Bicyclist Safety Action Plan" (pp. 86, 87), "Sunport Station TOD Sector Plan" (pp. 2-3, 20, 24-25, 28-29, 31, 40, 43), and the "Long Range Bikeways System" (LRBS) map (part of the 2035 MTP). Mountain View residents have also requested improvements to 2nd St including the development of a trail in their neighborhood capital improvement requests to Bernalillo County since the cratio of the urban wildlife refuge was announced.

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.

Bernalillo County will maintain the trail; it already maintains the adjacent roadway. Maintaining adjacent assets is more efficient than widely separated ones.

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.

2nd St SW Trail will utilize existing roadway right-of-way. Multiple use of these facilities strengthens connections within the overall transportation system.

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.

Project Details (fill out where applicable)

23. Route # or (Street) Name: 2nd St SW 24. Length (mi.): 5.5
25. Begin mile post/intersection: Woodward Ave. 26. End mile post/intersect.: Sandia Salida Rd
27. Directions from nearest major intersection or landmark: Enter directions, field will expand.
28. Google Maps link (see tutorial for help): <http://goo.gl/maps/8utrN>
29. Roadway FHWA Functional Classification(s): Major Collector
-

Funding Information

30. Has this project received Federal funding previously? No. If yes, which years? Enter year(s).
Which program(s)? Enter program(s).

Please Itemize the Total Project Costs by Type

31. Environmental/Planning: \$50,000 32. Preliminary Engineering: \$0
33. Design: \$250,000 34. Right-Of-Way: \$0
35. Construction: \$3,600,000 36. Other (specify): \$0

Funding Sources

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

37. **Total Project Cost Estimate:** \$3.9 million
38. **Local/County/Tribal Gov't Funds*:** \$567,840 [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):** \$3,332,160

* 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:** Mountain View neighborhood meetings held for CIP, Pedestrian and Bicyclist Safety Action Plan, and 2nd St Study which identified this project need.

44. **Right of Way:** N/A

45. **Design:** N/A

46. **Environmental Certification**:** N/A

47. **Utility Clearances:** N/A

48. **ITS Clearances:** N/A

49. **Railroad Clearances:** N/A

50. **Other Clearances:** 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

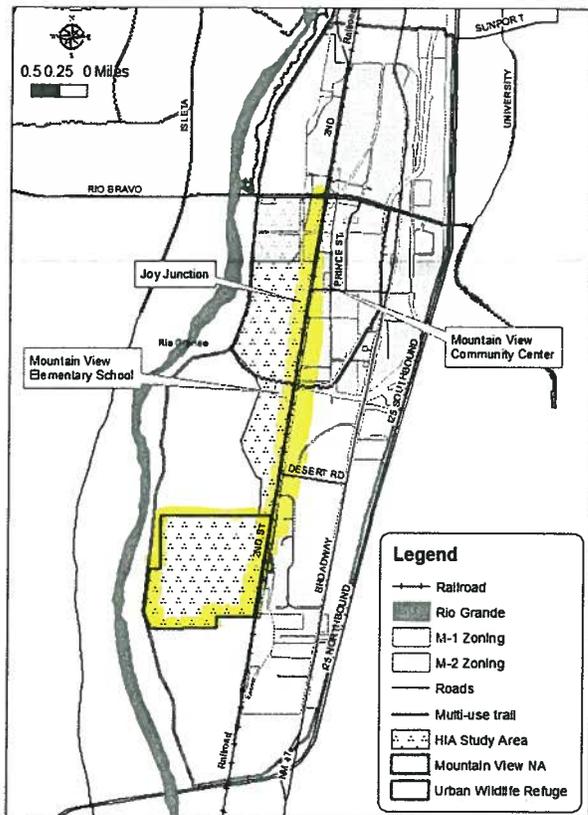
59. **Send a completed electronic version to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.**

In addition to meetings with various organizations, individual interviews with other community members, including elementary school students, were conducted and videotaped. Interviews incorporated questions on pedestrian/bicycle access, accessibility for vulnerable populations, traffic, and feelings of social cohesion and/or isolation.

The Community of Mountain View

The study area for the HIA is the **Second Street corridor in Mountain View**, which is over three miles in length (Map 1). It is bordered by the Rail Runner Station at Woodward to the north and the proposed Urban Wildlife Refuge to the south. The area includes the intersection of Rio Bravo and Second Street and encompasses the Mountain View Community Center on Prosperity Road. The majority of Mountain View's residents live to the west of Second Street.

Second Street Corridor and Mountain View



Map 1

Mountain View's population is 4,936 persons. Many of Mountain View's residents are property owners, with 74% of the homes owner-occupied.⁵ Vulnerable

Although industrialized, Mountain View still maintains its agricultural roots, and is home to 42% of the agricultural land in the county. Residential and commercial uses comprise 11% of the total land.¹⁰

Throughout the years, several attempts have been made to address Second Street accessibility and safety issues, and the land-use mix in Mountain View. In 2005, in response to a myriad of environmental and land-use problems, residents participated in the Mountain View Sector Development Plan visioning/planning sessions. The Mountain View Sector Plan was not approved by the County Commission following a lengthy planning and review process.

In 2009, the BCC approved the International Sunport Station Area Sector Development Plan for the area surrounding the Rail Runner Station, located near the northern boundary of Mountain View on the north side of Rio Bravo Blvd. Although the Sector Plan encourages a mix of commercial and residential land uses for transit oriented development, existing land zoned for heavy industrial use within the Plan's boundaries did not get re-zoned.

In 2011, Price's Dairy, a 570 acre tract of agricultural land at the south end of Second Street, was proposed as the Southwest's first US Fish and Wildlife Service "Urban Wildlife Refuge." Elected officials who sponsor and support this proposal are involved with securing funds for the purchase of the tract. It is possible that Second Street improvements that support access to the refuge will be included in the Service's future plans.

While several residents have described Mountain View as a community with a rural character where people don't feel the need to lock their doors, many also cited lack of a sense of community and isolation as significant problems which are directly related to the lack of walking paths and shared open space. In the words of resident Marla Painter, "It's harder to stay healthy here. There's nowhere to walk or exercise where people feel safe. Kids don't go out and play. People are feeling imprisoned on their own property." Residents also feel that Second Street and the railroad create physical barriers between the west and east sides of the community and to accessing the Mountain View Community Center and other neighborhoods.

V. ASSESSMENT FINDINGS

The prioritized research questions that emerged for study within the HIA were identified by residents during the video documentation process conducted by the Team. The issues identified by Mountain View residents were:

1. Heavy truck traffic and diesel emissions
2. Lack of sidewalks or narrow sidewalks
3. Lack of street lights

Association between the impact and health

In the literature review, a study conducted in North Carolina shows that the chance of a vehicle related injury being fatal increases by as much as 370% when the vehicle is a truck.¹⁷ For bicyclists, large trucks can increase hazardous conditions in several circumstances, including the “exaggerated lateral” movement that trailers make while traveling down a street. Also, truck trailers “off-track” while turning right, potentially hitting bicyclists or pedestrians. Overall, compared to other vehicles, “some trucks have longer stopping distances, limited visibility (e.g., blind spots), and problems with nighttime visibility.”¹⁸

2. What is the impact of the lack of sidewalks or narrow sidewalks?

Existing conditions and community concerns

Sidewalks are absent on most of Second Street. Only 120 feet of paved sidewalk exists near the convenience store and the Mountain View Elementary School; the remaining sidewalk is located on the Wastewater Treatment Plant site.

Students use the AMAFCA channel as an alternative for a walking path to/from Second Street. The channel drains storm water, which can be dangerous during the summer rains, regionally known as the monsoon season.

The community would like to see the proposed multi-use trail located on the west side of Second Street because of concerns about the incompatibility of the railroad with pedestrian/bicycle access. If placed on the east side of Second Street, some Mountain View Elementary School parents suggest that sidewalks be separated by a fence or barrier shielding pedestrians from traffic and the railroad.

Plan’s potential to address impact

The capital projects listed in the draft Plan include a multi-use trail on the east side of Second Street between Woodward Rd. and the proposed Urban Wildlife Refuge. In addition, the project list includes: 1. Sidewalks on Shirk Lane between the ditch and Second Street, which will improve connectivity to the school; 2. Sidewalks on Prince, Prosperity, Williams, and Murray, which will improve connectivity to the community center; and 3. Sidewalks on Desert Rd. between Second Street and Broadway.

Association between the impact and health

The literature reveals that narrow or degraded sidewalks are among the features that are likely to discourage walking as a mode of transport as well as recreational activity.¹⁹ Walking along roadways accounts for 10% to 15% of all pedestrian crashes.²⁰ Safety is also a concern when the sidewalk is only separated from a vehicular travel lane by a curb and gutter, especially with posted vehicular speeds

8. What is the impact of the absence of bike lanes and bike paths?

Existing conditions and community concerns

Second Street lacks bike lanes or a bike path. Parents from the school suggested that a bike path and walkway were needed between the proposed Urban Wildlife Refuge and Rio Bravo Blvd.

Resident and bicyclist Maria Globus observed: “Although there are 7.5 miles of bike trail in a loop that runs along the Bosque, I don’t see many other cyclists in Mountain View and certainly not on Second Street which does not have any bike lanes.” She continued, “When you go on the shoulder, you have to go in the chopped up gravel, sand, and glass. When you’re in the road, cars and trucks are coming at you. If the trucks were gone, it would be doable. There are nice places in the South Valley to cycle, but Second Street is difficult to impossible.”

Plan’s potential to address impact

The Plan in its current draft version proposes that Second Street be improved with a multi-use trail between Woodward Rd. and Desert Rd., resulting in improved connections to the community center, the school, and the Rail Runner station.

Association between the impact and health

The American Association of State Highway and Transportation Officials (AASHTO) adopted a national safety goal of decreasing bicycle related fatalities by 50%, or 1,000 per year over 20 years. Its study examines how this goal can be achieved with proven countermeasures that reduce the number of crashes. Those countermeasures include bike lanes. Research in Toronto showed that bike lanes provide a consistent and predictable space for bicyclists, making them easier to detect.⁴⁷

9. What is the impact of the absence of accessibility for wheelchairs and strollers?

Existing conditions and community concerns

Interviews with residents reflected huge limitations, such as large chunk of asphalt and gravel, to travelling on Second Street by those confined to a wheelchair. Other persons with mobility disabilities are not able to safely and comfortably move on Second Street.

Association between the impact and health

As noted above, evidence indicates that an overwhelming proportion of traffic-related injuries and fatalities occur along roadways that are “dangerous by design,”

A King County, Washington study found that pedestrian injuries and fatalities were greater in communities having lower median home values, regardless of the level of pedestrian activity or population density.⁵⁵ A study conducted in Montreal, a dense urban city, reveals that the rate of traffic crashes with injuries in street intersections is related to the traffic volume; and there were 4.3 times more injuries and 6.3 times more pedestrians injured in areas with low-income households.⁵⁶

Based on relationships found in research and professional practice, the Team finds that all proposed projects would positively impact safety and access (Figure 1). The degree of impact varies, and there are additional actions that could be taken to maximize the levels of safety and access. Such actions are discussed in the recommendations section.

Figure 1: Proposed Physical Improvements, Impacts

Project	Evidence of Safety Increase	Evidence of Access Increase
Multi-use trail on 2nd St.		
Sidewalks on neighborhood streets		
Crosswalks, marked		
Lighting on Second Street		
Lighting on neighborhood streets		

Very Positive =  Moderately Positive = 

VI. RECOMMENDATIONS

The Team recommends Plan adoption. The Team also feels that Mountain View's circumstances allow for the prioritization of capital projects along Second Street.

Mountain View has a large population of 4,936 residents. The proposed capital projects, such as a multi-use trail, will contribute to connectivity with Mountain View's school, community center, Bosque and the proposed Urban Wildlife Refuge, bus stops and Rail Runner Station. Further, NMDOT proposed projects at the intersection of Second Street and Rio Bravo Blvd. could alleviate some of the safety concerns of accidents resulting in injuries/fatalities and further enhance the safety

and accessibility features associated with the Plan's capital projects. Mountain View residents have the greatest burden of chronic diseases within the county. Capital projects can begin to relieve this burden by increasing physical activity and providing a safer pedestrian/bicycle environment.

The findings of this assessment provide evidence and community support for the sidewalks, multi-use trail, marked crosswalks and streetlights capital projects in the Plan. They will support safety and pedestrian/bicycle accessibility.

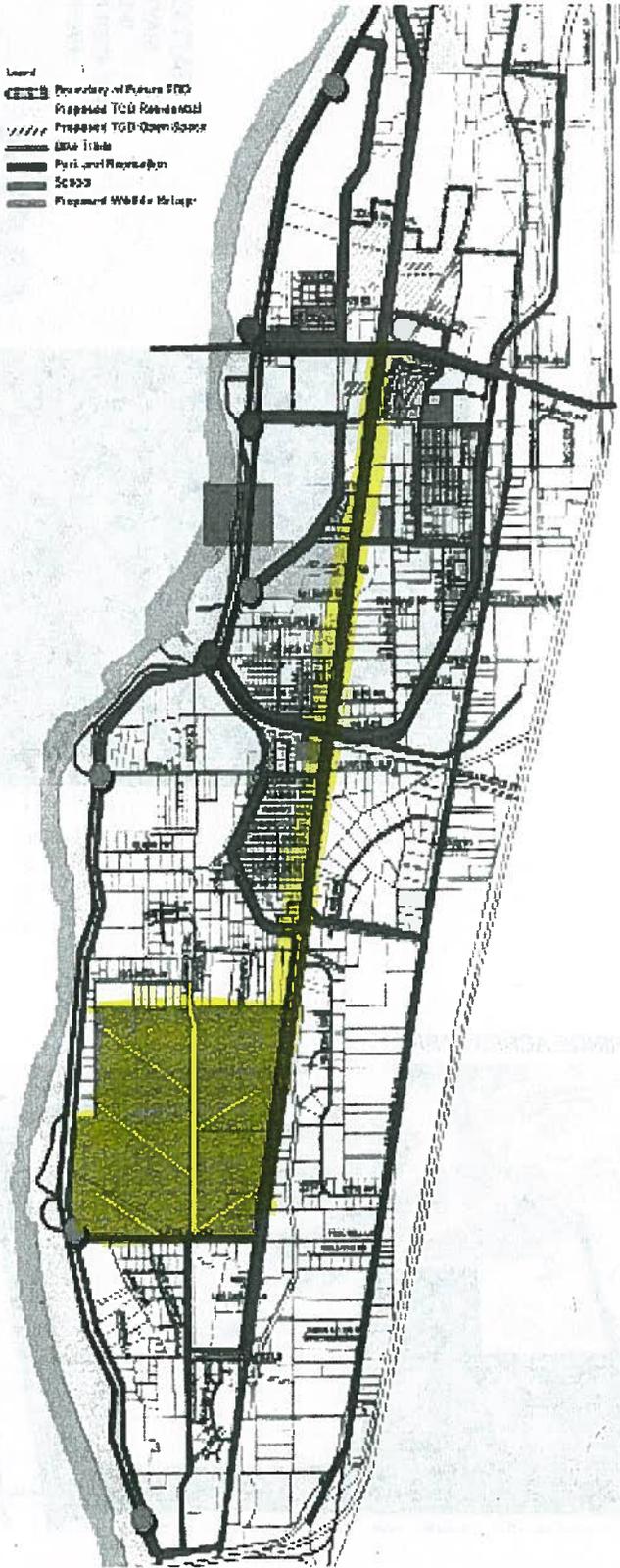
Additional recommendations include:

1. Develop and implement health, safety and social equity criteria as part of the Capital Improvement Plan and funding of capital projects.
2. Install traffic calming devices, such as street humps, or other successful mitigation features identified in the literature.
3. Improve safety features of Mountain View Elementary School's school zone, to include a crossing guard, crosswalk (with safety features such as beacon lighting and advance crosswalk markings), median refuge, and posts with arms and beacon lights.
4. Install multi-use trails on the west side of Second Street, along with barriers separating bicycle, pedestrian, and vehicular traffic.
5. Install crosswalks (with safety features such as beacon lighting), street lights, and traffic signals (with countdown pedestrian signals and curb balls) at major pedestrian crossings throughout the study area.
6. Install bus shelters at bus stops located along Second Street and on Prosperity (across from the community center).
7. Install speed limit signage at 40 mph throughout the stretch of Second Street.
8. Install sidewalks and other walking paths and apply American Disabilities Act design standards for improved accessibility by the mobility impaired.
9. Install landscaping and/or fencing to serve as a buffer to railroad and industry on the east side of Second Street.
10. Reroute truck traffic to improve pedestrian/bicycle safety and reduce particulate matter and diesel emissions.
11. Develop design elements that encourage gathering at places such as the proposed Urban Wildlife Refuge, the Bosque and the Rail Runner Station and appropriate zoning to encourage social spots such as local coffee shops adjacent to trails.

These actions will support the safety and accessibility goals of Mountain View residents. Team partners will monitor the process of these activities and/or participate in them.

BIKE PATH + PARK MASTER PLAN

- Legend
-  Boundary of Future TGD
 -  Proposed TGD Rebound
 -  Proposed TGD Open Space
 -  ADA Title
 -  Park and Recreation
 -  School
 -  Proposed Middle School

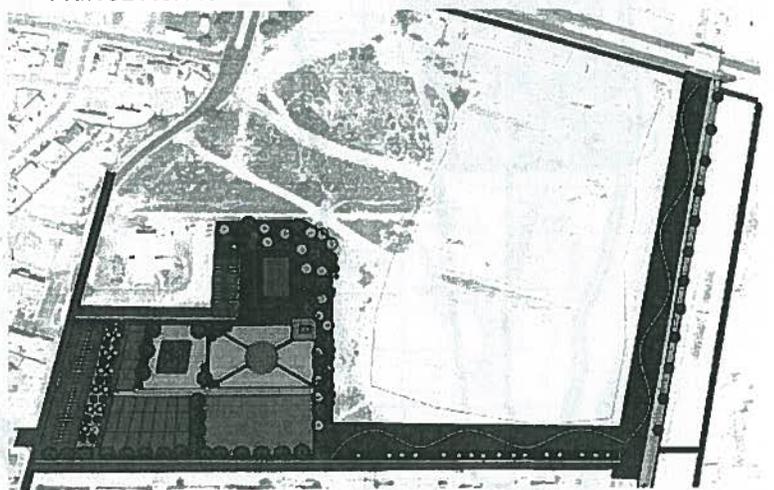


PARKS + TRAILS
 MAY COLEMAN, MLA
 INDIRA KAINI, MLA
 GREATER MOUNTAIN VIEW
 PARK + OPEN SPACE

001



PRINCE ACRES PARK



Land Use and Design

New land use regulations will encourage a diverse mix of land uses that fosters activity throughout the day and the diversity and success necessary to ensure a sustainable future. The following elements of land use and design are critical to the areas future:



- Allow **mixed-use development** that combines residential and commercial development, to create activity throughout the day in order to support local businesses and keep streets safe and attractive.
- Ensure that design is calibrated to a **human scale**. Design buildings, streets, and places that provide **comfort and interest** to pedestrians, bicyclists, and transit riders.
- Provide **community-serving retail** around the station that meets the needs of commuters, existing South Valley residents, and future station area employees and residents. Consider the creation of a **regionally-significant retail and entertainment destination**.
- Encourage a variety of **new employment opportunities**, including clean light industrial, research and development, and office space, to maintain and build upon the area's potential to be a regionally significant employment district. Create "flex" employment spaces and areas that can meet the changing needs of an evolving employment market.
- Take advantage of **large existing opportunity sites** to encourage developers to undertake bold plans, taking advantage of economies of scale and public/private partnerships to realize the vision of livability embodied in this plan.

Transportation

The area surrounding the station is envisioned as a **truly multi-modal** district, where rail, transit vehicles, automobiles, trucks, pedestrians, and bikes can harmoniously co-exist. To this end, the following strategies will be critical:



- **Create a continuous walking environment** around the station area, with better connections and more walking routes from surrounding neighborhoods to the station and nearby retail, employment, trails, open space, and other destinations.

- Improve street circulation in the area surrounding the station, including **better bicycle routes, neighborhood streets**, and the potential for improved **local transit** service.
- Implement a **station access hierarchy**, based on input from the community collected during the public workshops, to achieve orderly and efficient mobility in the station area. This proposed hierarchy grants priority, in descending order, to people who access the station platform as a pedestrian, from a public bus, on a bicycle, dropped off from an automobile (personal or taxi), from a private bus, and from a parked automobile. These priorities would guide public investments such as intersection improvements and roadway designs in the station area.
- Provide a conveniently located **transit hub** that serves as a central connection point for busses and other local and regional transit services
- Improve **access to and from the surrounding neighborhoods** by foot and bike so that local residents better enjoy the convenience of living, working, and shopping in the area.

Development Standards

Some of this Plan's important design and development standards for the station area include:

- Set a 10-foot **maximum front yard** setback, with required landscaping for all buildings, to encourage a more walkable, interesting urban feel.
- Require **parking** to be screened and located to the side or rear of buildings, rather than in front, and include landscaping to improve pedestrian comfort and neighborhood aesthetics.
- Orient **building entrances** to sidewalks on streets, rather than parking lots, to encourage people to walk.
- Design and locate buildings in a way that **improves the experience of walking** in the station area.
- Improve opportunities for **affordable housing** to ensure that a diverse and equitable neighborhood that caters to all South Valley residents is created.



November 24, 2009



The station area will be a diverse district, with a dynamic mix of uses, housing types, and transportation options.

A variety of housing types will be included to attract growth to this area and foster a neighborhood with a stronger sense of community and vitality. Different styles of high density housing will provide a mix of opportunities for people of different lifestyles and economic means to find a home in the community and take advantage of the amenities of the station area. This variety will not only create a unique community environment in the station area, but will help to preserve the existing surrounding environment of agriculture and open space, which are prime amenities of the area.

The streets and blocks of the surrounding neighborhood will be balanced to encourage walking as a primary means of transportation, while supporting all modes of movement. Walking and bicycling paths will encourage passengers to reach the station and surrounding commercial center by means other than a private automobile. Second Street will become a major artery of this heart of the community, feeding the station, retail destinations, and public spaces with local residents who are out for an errand, a commute, or just a stroll. The street will become an important pedestrian corridor, with many pedestrian improvements including a paved trail and special street furniture, landscaping and lighting to create an improved pedestrian environment. Meanwhile, truck traffic would be diverted to an improved Broadway Boulevard to support the comfortable local character of Second Street.

A goal for the station area is to have residents and visitors choose to walk—as opposed to drive between the station and surrounding uses. To provide the kind of environment where residents walk to the train and young people walk to school, a unique scale and orientation of buildings is required to encourage pedestrians to feel comfortable, safe, and welcome. If the design of the station area makes it practical to walk and bike to address most daily needs, residents are more likely to be aware of and invested in their neighborhood. This investment takes many forms, from saying “hello” to neighbors to choosing a local restaurant or coffee shop where the person behind the counter is a familiar friend or neighbor. By fostering transportation choices, the mobility of the South Valley’s young people and seniors will be expanded, and a healthier lifestyle – resulting from reduced stress due to local traffic, increased activity and improved air quality – will be promoted for all residents.

Economic Development Goals and Objectives

Goal: To encourage the development of the station area as an employment center and retail and service destination for commuters, local residents, and visitors.

Objective ED-1: Encourage the development of local businesses, with an emphasis on entertainment, dining, and resident-serving goods and services.

Objective ED-2: Actively recruit quality commercial and office tenants and consider incentives to attract these uses.

Objective ED-3: Pursue opportunities to locate State, County and other public office uses within the station area.

Urban Design Goals and Objectives

Goal: Develop a strong identity and character for the station area through high quality architectural and streetscape design in order to foster an attractive walking environment.

Objective UD-1: Ensure that new development enhances the character of North Mountain View by requiring design qualities and elements that are appropriate in look and scale to the local context and pedestrian orientation.

Objective UD-2: Improve streetscapes in key corridors in the station area and create a sense of arrival at key gateways to Second Street, Rio Bravo Boulevard, the Rail Runner Express station, and other key destinations.

Objective UD-3: Develop appropriate public art to further establish a sense of unique identity in the station area.

Objective UD-4: Develop pedestrian oriented wayfinding to civic facilities in the station area (such as the Mountain View Community Center) that will further establish the station area identity.

Objective UD-5: Promote a built environment that reduces crime and the fear of crime and improves the quality of life through maintenance, natural surveillance and design.



Thoughtful design of buildings, storefronts, and the public realm contribute to an appealing walking environment.

Circulation Goals and Objectives

Goal: Improve the circulation system in the South Valley by providing transportation choice and enhanced connectivity through improved transportation within and around the station area.

Objective C-1: Encourage the creation of a more connected street network in the vicinity of the station, as elaborated in Section V, Circulation, to create alternative routes and avoid concentrating traffic on Second Street and Rio Bravo Boulevard.

Objective C-2: Apply the multi-modal access hierarchy for the station area elaborated in Section V, Circulation, to prioritize street improvements and mode-share priorities for multi-modal streets.

Objective C-3: Focus on creating an improved pedestrian environment, with continuous sidewalks on both sides of the street and high quality streetscaping. Use street trees, special paving, high quality street lighting, and pedestrian furnishings to encourage pedestrian mobility.

Objective C-4: Improve pedestrian connections across intersections, especially at Second Street and Rio Bravo. Shorten crossing distance, improve crosswalk markings and signals, and heighten driver awareness of crossings to improve pedestrian safety and comfort.

Objective C-5: Provide continuous bike lanes on streets according to the recommendations in the proposed bicycle facility map on page 40.

Objective C-6: Enhance pedestrian, bicycle and vehicle connections between the station area and surrounding residential areas.

Objective C-7: Enhance and coordinate intermodal connections to and from the Rail Runner serving the station area and nearby activity centers such as the Sunport.



Unique and attractive wayfinding signage should be developed to attract people to destinations in the station area such as the station, park, and retail areas.



Improved crossings are necessary on major auto-corridors such as 2nd Street and Rio Bravo Blvd to ensure that pedestrians can safely cross from neighborhoods to the station.

Based on this information, the Rio Bravo Boulevard and Second Street corridors will have pedestrian, bicycle, bus transit, and automobile circulation challenges to address near the station area in the future. Safety and multimodal accommodation will become increasingly important if the width, speed and traffic volume increases in the corridors. Specifically, walking to the station from external residences will become more difficult. This includes residents currently living south and west of the station. To facilitate such trips, future planning in the station area and for adjacent roadways should pursue integrated multimodal solutions that accommodate all forms of travel. Additionally, building more pedestrian friendly intersections at key locations is critical to maximize pedestrian safety and comfort. Intersection safety could be increased by:

- minimizing crossing distance;
- clearly marking crosswalks and using median pedestrian refuges;
- using countdown signals for pedestrian crossing;
- balancing motor vehicle capacity improvements with pedestrian safety needs at major intersections;
- ensuring that signal timing allows for safe crossing; and,
- providing clear views that are not obstructed by parking or plantings.



Bike facilities, including not only safe routes on roadways but also parking, are important to making biking an attractive means of transportation.

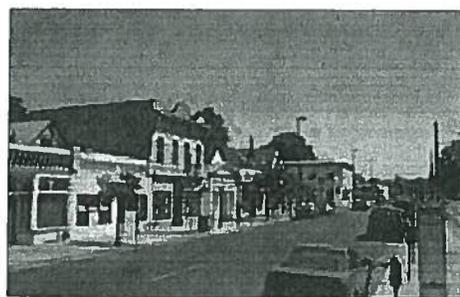
High-quality bicycle facilities will also be important to support existing and future bicycle travel. Facilities such as bicycle routes, lanes, and paths should be used to create connections that are safe for bicyclists traveling within and to the station area. Within the station area, safe and convenient areas for secure bicycle parking should also be provided to encourage bicycle activity.

The station area should be accessible for people who do not have a motor vehicle, choose not to use one, or are not capable of driving (such as certain groups of teens, seniors, and persons with disabilities) or who choose not to or are unable to ride a bicycle. Local bus service plays an important role in connecting people in this category to the station area. ABQ Ride currently provides bus service at the station with routes 222 and 51. Route 222 is the Rio Bravo/Sunport/Kirtland bus, which provides service between the Coors/Rio Bravo intersection, the Albuquerque International Sunport, and Kirtland Air Force Base. Eight Route 222 buses depart every weekday in each direction from the station. Route 51 is the Atrisco/Rio Bravo bus, which provides service between the Mountain View Community Center and the Central/Atrisco intersection. The route runs along Rio Bravo

past the station but does not make a specific stop at the station platform. Hourly service is provided throughout the day on weekdays and Saturdays.

When constructing new transportation facilities, it will be critical to maintain or improve connectivity with the neighborhoods near the station area wherever possible. Establishing safe pedestrian and bicycle connections between neighborhoods and the station area will be a primary objective to improve neighborhood access. As discussed earlier, Rio Bravo Boulevard and Second Street have potential to act as major barriers between existing neighborhoods and the station if not designed properly. Pedestrian and bicycle treatments that enhance safe travel across these major roadways will be imperative to a successful multimodal station area.

In order to ensure implementation of the improvements detailed in this plan, a variety of local agencies will need to work together to make certain the concepts and details outlined in this section are adhered as closely as possible. Section VII, Plan Implementation, includes detail on implementation of these recommendations.



Improving the major commercial streets around the station will support local businesses and create safe and attractive places to visit.

Transportation Network Connectivity

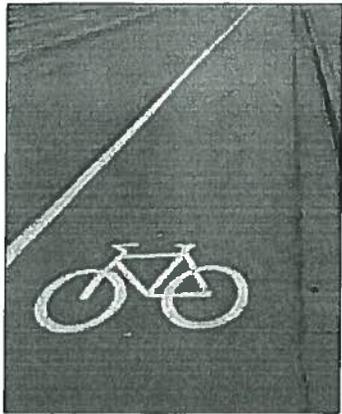
The transportation network in the station area will need to be highly connected and provide all transportation modes with direct access to destinations. As the station area redevelops, it will be increasingly important to provide new connections that either have been missing from or will be required by new developments. This includes critical missing segments in the existing sidewalk, bicycle, trail, and roadway network.

The current roadway network will be the “backbone” for the future transportation network. Although the current roadway network offers some level of connectivity for motor vehicle travel, it is inadequate for the high level of non-motorized travel anticipated in the station area. As shown in Figure 5, to accommodate future demand or both non-motorized and motorized travel, parallel, connected roadways and new multi-use trails are recommended with the redevelopment of the station area. Constructing these facilities is consistent with the station access hierarchy.

Providing parallel, connected roadways will also result in shorter block lengths and more frequent roadway intersections in the station area. These improvements will shorten the walking distance for residents in the station area, provide alternative routes for life safety vehicles in the event of an emergency, and efficiently distribute the increased level of motor vehicle traffic anticipated in the station area. By designing the new intersections with accommodations for all modes of travel, the transportation network will be well connected and safe.

The transportation network should prioritize connectivity, rather than speed. The interaction of motorized and non-motorized modes at the station will require speeds that balance the safety of each mode. To ensure the transportation objectives of this plan are satisfied, the design speed of the roadways in the station area should not exceed the design speed outlined in the street typologies section in this document. Additional guidelines on design speed can be found in *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, published by the Institute of Transportation Engineers (ITE).

November 24, 2009



Bicycle Circulation

Bicycling is an important transportation mode in the station area as it offers inexpensive and convenient travel, particularly for shorter trips. Given the mixed-use vision for the station area, bicycle travel could become an important alternative to some motor vehicle trips. The plan is based on the concepts and preliminary alignments identified in the MRCOG 2030 MTP Bicycle Plan, which was adopted in 2006. The proposed bicycle circulation plan will also be a valuable recreation amenity that could be used to promote active living in the station area. The following bicycle facilities will be used to create the bicycle network.

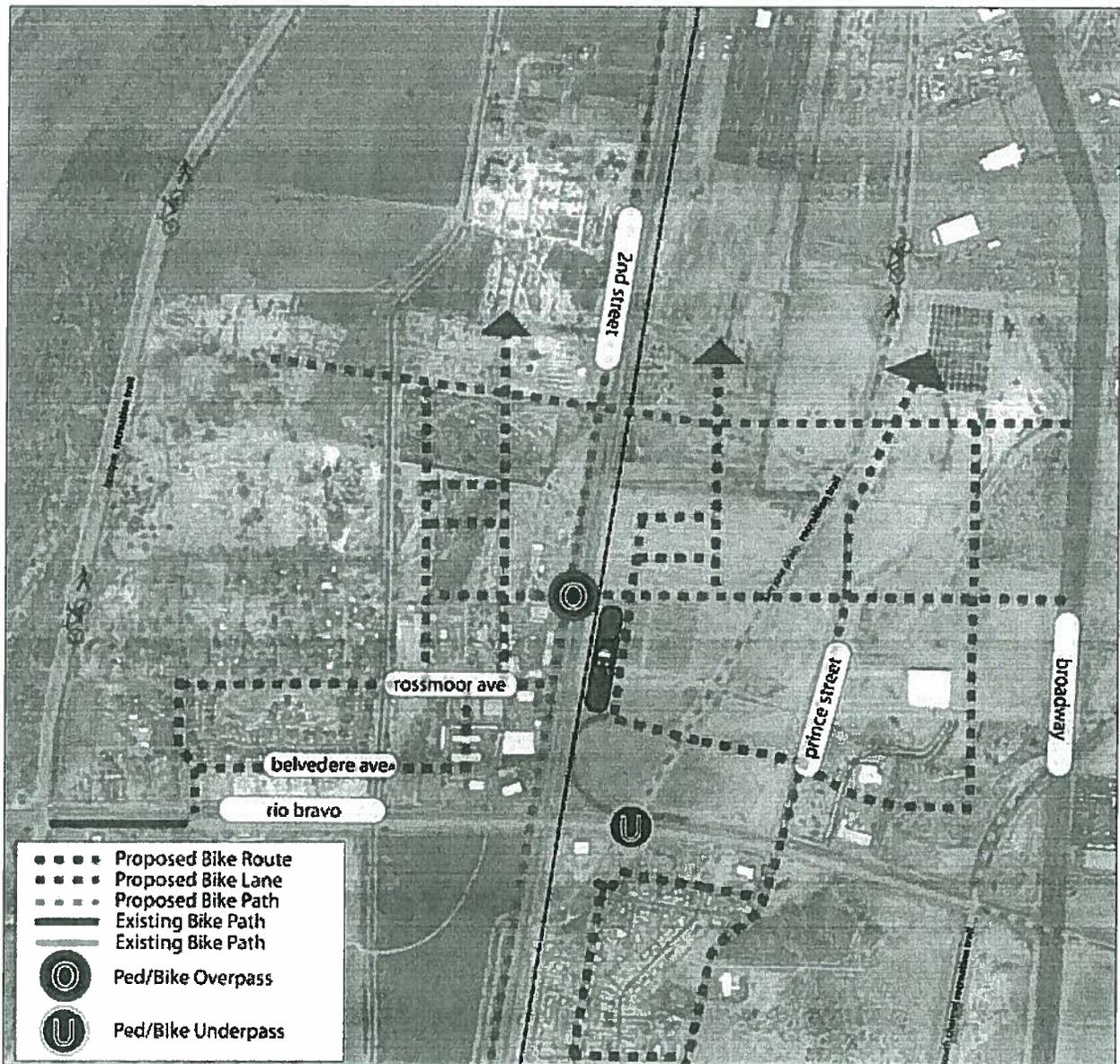


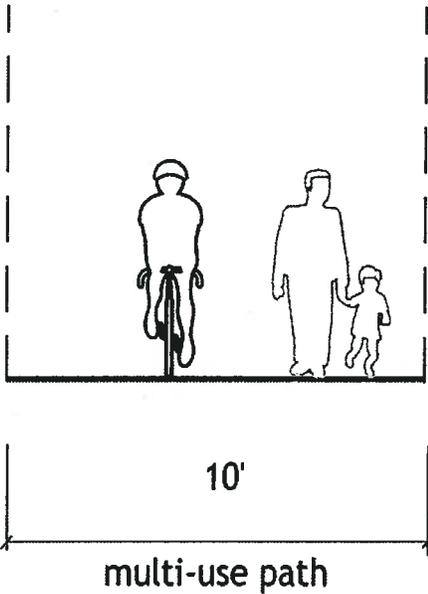
Figure 9: Recommended Bicycle Network

Multi-Use Paths

Multi-use paths are located outside of the curb-to-curb section of the roadway and are physically separated from motor vehicle traffic. Multi-use paths are common in many European cities and in the United States are typically found in corridors near watercourses, but are increasingly found near roadway corridors. Multi-use paths are different from sidewalks for several key reasons. Multi-use paths typically have a minimum design standard width of 10' to accommodate safe passing of multiple users and two-way bicycle travel. In areas where bicycle and pedestrian activity is expected to be high and right-of-way allows, multi-use path width can be increased to 12-14' wide. Any width less than 8' is unacceptable as a multi-use path. The other clear distinction between sidewalks and multi-use paths are user types. Multi-use paths safely accommodate high-speed users (bicyclists, in-line skaters, etc.) and lower speed users (walkers, runners, young children on bicycles, etc.). Any multi-use path constructed less than 8' wide would be a sidewalk, which would be acceptable only for lower speed users. Multi-use paths also provide a safe alternative to traveling in roadway corridors with traffic volumes above 5,000 ADT. Using these guidelines, streets in the station area that should include multi-use paths were identified.



Separate bicycle paths create a safer space for people to bike and walk, separate from traffic.



Project Type	Project Title	Lead Agency	Annual Emissions Reduction Annual kg		
			CO	NOX	VOC
Bike/Ped Projects	Zuni Rd Improvements	ABQ-DMD	1,682.4	107.6	70.2
	Westside Blvd Widening	ABQ-DMD	200.2	12.8	8.3
	Osuna Blvd Improvements	ABQ-DMD	1,406.1	89.9	58.6
	Alameda Improvements	ABQ-DMD	814.2	52.1	34.0
	Great Streets	ABQ-DMD	114.6	7.3	4.8
	Albuquerque City Trails New Construction	ABQ-DMD	1,034.0	66.1	43.1
	2nd Street SW Complete Corridor	Bernalillo County	1,209.4	77.3	50.4
	2nd Street Multi-Use Trail	Bernalillo County	1,209.4	77.3	50.4
	Bridge Blvd Reconstruction	Bernalillo County	2,391.8	152.9	99.7
	Southern Blvd Reconstruction Phase 1	City of Rio Rancho	876.9	56.1	36.6
	Molina Roadway & Pedestrian Improvements	Town of Peralta	61.2	3.9	2.6
	Loma Larga Drive @ Meadowlark	Village of Corrales	30.7	2.0	1.3
	Bridge over the Harvey Jones Channel	Village of Corrales	11.5	0.7	0.5
	I-25 NM 6 Interchange	Village of Los Lunas	256.4	16.4	10.7
	North NM 314 Bike & Ped Improvements	Village of Los Lunas	72.0	4.6	3.0
	NM 6 & Riverpark Rd Intersection Improvements	Village of Los Lunas	317.0	20.3	13.2
	Southeast Los Lentos Rd Improvements	Village of Los Lunas	256.0	16.4	10.7
Morris Rd Extension	Village of Los Lunas	53.5	3.4	2.2	
Carson - Aspen -NMRX Station Rd, Bike/Ped Improvements	Village of Los Lunas	99.1	6.3	4.1	
Park & Ride Projects	ABQ-Ride Park & Ride: Facility Development	ABQ-Ride	6,440.7	411.8	268.6
	ABQ-Ride Park & Ride: Coors Corridor	ABQ-Ride	6,440.7	411.8	268.6
TDM Projects	Rio Metro Travel Demand Management	Rio Metro	51,835.1	3,224.8	2,160.2
	ABQ-Ride Travel Demand Management	ABQ-Ride	51,781.3	2,988.9	2,154.6
	ABQ Ride-Rio Metro Combined TDM	ABQ-Ride	103,616.4	6,213.8	4,314.8
	AMPA Wide Bicycle Facilities Program & Activities	ABQ-DMD	43,910.7	2,807.8	1,831.0
	AMPA Wide Bicycle/Pedestrian Safety Education Program for Youth	ABQ-DMD	40,102.4	2,564.3	1,672.2
Transit Enhancement	ABQ-Ride Fixed Route Expansion	ABQ-Ride	153,566.1	8,180.6	6,380.1
	NW Metro Area Bus Rapid Transit Implementation Phase 1	Rio Metro	240,407.6	10,546.0	9,955.8
Capacity	Westside Blvd Widening, Golf Course Rd - NM 528	ABQ-DMD	-2000	-130	-70
	Osuna Blvd Improvements, 2nd St - north Diversion Channel	ABQ-DMD	-3600	-230	-150
	Alameda Improvements, 2nd St - I-25	ABQ-DMD	-23298	-1439	-429
	Lomas Blvd Improvements, Washington - San Mateo	ABQ-DMD	-2827	-181	-99
	Zuni Road Improvements, Washington - Central	ABQ-DMD	837	54	30
Capacity + Bike/Ped	Westside Blvd Widening, Golf Course Rd - NM 528		-1,799.8	-117.2	-61.7
	Osuna Blvd Improvements, 2nd St - north Diversion Channel		-2,193.9	-140.1	-91.4
	Alameda Improvements, 2nd St - I-25		-22,483.8	-1,386.9	-395.0
	Zuni Road Improvements, Washington - Central		2,519.4	161.6	100.2