

BICYCLE/PEDESTRIAN PLAN

6.1) OVERVIEW

The Farmington MPO and the four local municipalities adopted a Bicycle and Pedestrian Plan for the cities of Farmington, Aztec, and Bloomfield and the surrounding communities of San Juan County in June 2008. The Bicycle and Pedestrian Plan is intended to provide residents and visitors with more options to get to and from their destinations. The plan is a guiding document that was the result of strong input from the MPO member agencies and the participants of the Bicycle/Pedestrian Advisory Group (BPAG). Overall, the walking and biking system should provide more mode choices that help to preserve and enhance the quality of life in urbanized areas.

Regional projects identified in the Bicycle/Pedestrian Plan were ranked and prioritized by the MPO as part of the MTP development process. These projects will create a regional bicycle and pedestrian network that links the three cities and surrounding communities. The Bicycle/Pedestrian Plan outlines policies and recommended standards for implementation as new developments occur, as new roads are built, and as existing infrastructure is reconstructed. Various funding and implementation strategies are described in order to assist the agencies involved with planning and developing the preferred walking and biking network.

6.2) PURPOSE and NEED

The purpose of the Bicycle/Pedestrian Plan guides future development and needs statements strive to provide a balance that meets the needs of all users of the system:



- The purpose of the Bicycle/Pedestrian Plan is to link communities, provide access to parks, schools, residences and businesses, encourage walking and biking for commuting, and improve the health of the citizens and the communities within the Farmington MPO boundaries.
- There is a need to serve those who do and those who do not currently bike and walk on a regular basis. These persons include: children; the elderly, commuters, students (elementary through college), and persons with disabilities.
- There is a need to improve pedestrian and bicyclist access from residences to destinations such as parks, schools, medical facilities, shopping centers, libraries, and places of employment.
- There is a need to educate motorists and the general public about the rights and responsibilities of bicyclists and pedestrians who use the roads and sidewalks, respectively.

6.3) GOALS and OBJECTIVES

With assistance from the BPAG and the member entities, a list of goals and objectives were developed, all of which fall within the framework of the goals described in the MPO Metropolitan Transportation Plan.

GOALS
<i>Goal 1</i> - Encourage kids to ride bikes as a life-long, healthy habit.
<i>Goal 2</i> - Increase the quality and quantity of bicycle and pedestrian facilities in a strategic manner.
<i>Goal 3</i> - Promote the idea of walking and biking for commuting as well as for recreation.
<i>Goal 4</i> - Educate motorists, bicyclists, and pedestrians about bicyclist and pedestrian rights and responsibilities for the proper use of roads, sidewalks, and paths.

OBJECTIVES
Link resources and programs, such as Safe Routes to School, to improve unsafe walking and biking locations.
Encourage and support groups (e.g. bike clubs and stores, police departments) to provide bicycle safety equipment.
Develop education programs that clearly define rules for safe walking and biking to motorists, children, and adults.
Identify the current deficiencies in the bicycle/pedestrian network and develop a method to eliminate gaps in the existing bicycle and pedestrian system.
Monitor TIP project descriptions to ensure that bicycle and pedestrian facilities are included where appropriate.

OBJECTIVES
Identify locations for bicycle and pedestrian facilities and amenities, such as bicycle racks at civic buildings and safe, convenient connections to transit stops.
Develop the MPO to be the clearinghouse for collecting and updating data on bicycle and pedestrian activity (pedestrian counts, surveys) and making the data accessible for entity staff, elected officials, and the public.
Increase public awareness of pedestrians and bicyclists.
Support the efforts of local municipalities in including bicycle and pedestrian facilities as components of their capital programs and site review approval processes.
Develop walking/biking and trails maps for use by local residents, visitors, and others.
Publish information that outlines safety tips and rules of the road responsibilities for motorists, bicyclists, and pedestrians regarding the appropriate use of bicycle and pedestrian facilities.
Encourage and promote multi-modal strategies to all those involved with the planning and design of transportation facilities.

6.4) WALKING and BIKING IMPROVEMENTS

Walking and biking facility improvements were identified during development of the Bicycle/Pedestrian Plan by collecting information from city plans, proposed river trail plans, and the Metropolitan Transportation Plan (MTP). With input from the BPAG, additional improvements were incorporated into the plan's development.

Identified projects were then divided into two groups: regionally significant and local. Regional projects are defined as those that connect two or more cities, get a person across town, or follow the rivers. These projects were the focus of prioritization efforts by the MPO. Local projects are smaller in scale and primarily serve neighborhoods or other specific areas of the cities. The local governments will decide how to fund and prioritize their own local projects.

The plan serves as a mechanism for the identification of corridors to preserve for future walking and biking improvements. For many of the regional projects identified, this plan indicates where corridors should be preserved for future bicycle and pedestrian projects.

6.5) BICYCLE and PEDESTRIAN PRIORITIES

The MPO performed ranking exercises to develop prioritized lists of regional bicycle/pedestrian improvements. Approved criteria were used to rank and evaluate the regional projects. The ranked projects are shown in Map 6-1. The first 10 projects (Table 6-1) will serve as the critical projects for the MPO. The Farmington MPO and the participating entities will work together to secure funding for these projects. The remaining ranked projects are found in Appendix C and are provided in the event additional funding becomes available.

TABLE 6-1 – Top 10 Regional Bicycle/Pedestrian Projects in the MPO

	Map Num	City or Area	Road/Facility Name	From Road/Place	To Road/Place	Type of Facility	Location Type	Surface	Connects to	Length	EST. COST	Avg Ranked Score
SHORT RANGE PRIORITIES	8	Fmtn	Butler to San Juan College along Sunrise	Butler	San Juan College	Multimodal	Multi-Use Path	Concrete	residential, college, transit	4700	\$136,535	20.6
	38	Blmfld	East Blanco Blvd	US 550 N (1st St)	US 64	Bike lanes and sidewalks	On road	Concrete	residential, school	14200	\$830,700	20.1
	43	Fmtn	San Juan and East Main	San Juan/Butler	E Main/ Piñon Hills	Wide sidewalk/path	Multi-Use Path	Hard	Residential, retail	24500	\$711,725	18.6
	14A	Fmtn	Pinon Hills Blvd	30th	Sports Complex	Bike lane (westbound)	On road	Hard	Park	3500	\$143,010	18.6
	11	County	Wildflower Parkway	Approx. at Yarrow	CR 350	Multimodal	Multi-Use Path	Hard	Residential	19500	\$566,475	18.5
	37	County	CR 350	US 64	NM 516	Bike lanes	On road	Existing	Residential, retail	39700	\$1,622,142	18.4
	21	B,F,C	Path parallel to US 64	Andrea/US 64	Ruth Ln/US 64	Multimodal	Multi-Use Path	Hard	Retail	42000	\$1,220,100	18.2
	19	Aztec, Blmfld	Connect from Animas River trail to Bloomfield	Hartman Park (Aztec)	Blanco/Ruth Ln (Bloomfield)	Multimodal	Multi-Use Path	Hard	Residential, school, park	37300	\$1,083,565	17.8
	49	Aztec	Oliver-McWilliams Trail	50 acre open space	Ruins Road trail junction	Multimodal	On- and off-road	Hard	Residential, school, park	8600' on-road & 4600' off-road	\$986,406	17.3
	45	Aztec	Ruins Road Trail	Chaco/NM 516	Trail Junction	Multimodal	Off-road	Crusher fines	Aztec Ruins, residential	4600	\$42,000	17.3
Estimated Cost (based on cost of material times length of project):											\$7,342,658	

6.6) BICYCLE and PEDESTRIAN POLICIES

Policies provide guidelines for future development of the walking and biking network. The policies offer an overall framework as to how and why bicycle and pedestrian facilities need to be implemented as cities grow and new roads are built.

- For all new residential and commercial development, encourage the provision of complete pedestrian and bicycle facilities to create consistent networks rather than installing these facilities on a piece-meal basis at the time when the property is built.
- For rural areas (or low density areas) reasonable efforts should be made to obtain right-of-way (ROW) for future construction of pedestrian and bicycle facilities.
- Construct appropriate pedestrian and biking facilities simultaneously with the construction of new road projects and major road reconstruction projects for roads classified as collector and above.
- Locate applicable bicycle and pedestrian facilities in a safe and efficient manner on all arterial and collector streets. For example, for arterial roads with a speed limit greater than 30mph, consider building a separated multi-use trail in the vicinity of the road. Safety and convenience should be analyzed when determining whether to construct on-road or off-road facilities.
- Transit stops shall be ADA accessible and be connected to residential neighborhoods, commercial buildings, and retail shops by pedestrian and bicycle facilities.
- Each road classification should have a typical road section that incorporates applicable bicycle and pedestrian facilities.
- Maintain/preserve cross-development access in new developments so that new construction does not block off planned biking/walking paths.
- Provide a hearing process and public notification if a new development will block, disrupt, or interfere with an existing walk and/or bike route.
- Provide posted signs and on-road pavement markings to let motorists and bicyclists know when bike lanes end so that motorists and bicyclists know where/when to yield or merge.
- Publish the “rules of the road” for bicyclists, pedestrians, and motorists and make these publications available at public facilities such as libraries, city halls, motor vehicle division offices, and similar places.
- Sweep highway shoulders and bike lanes on a regular basis to minimize debris that has the potential to cause accidents.
- Preserve ROW for future facilities, use existing corridors, and ensure consistency with adopted plans. Bicycle and pedestrian projects can reduce or eliminate ROW acquisition costs when implemented in existing corridors.

6.7) BICYCLE and PEDESTRIAN RECOMMENDED STANDARDS

Standards provide specific criteria for the construction of bicycle and pedestrian facilities. This enables users of the system to have certain expectations about where facilities are located, how they should look, and how they will function. The standards described here are recommended practices by the entities as they implement bicycle and pedestrian

projects. Where applicable, it is strongly recommended that facilities are constructed based on guidelines set forth in the *AASHTO Guide for the Development of Bicycle Facilities* and the *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities*. For signage and markings, guidelines in the *Manual on Uniform Traffic Control Devices (MUTCD)* should be followed.

Facility Description	Bicycle & Pedestrian Recommended Standards
Sidewalks <ul style="list-style-type: none"> ▪ Width ▪ Buffer Zone 	<ul style="list-style-type: none"> ▪ 4' minimum (to meet ADA requirements) ▪ 5'-6' recommended on minor/principal arterials and collectors ▪ Between curb and sidewalk: 3' minimum; 4'-5' recommended
Curb Cuts	<ul style="list-style-type: none"> ▪ 2 curb cuts per corner ▪ Install special texture at corners to identify crosswalk ▪ See applicable ADA requirements (http://www.access-board.gov/adaag/html/adaag.htm)
Median Refuge Island	<ul style="list-style-type: none"> ▪ Recommend installing at intersections with roads of 5 lanes or more, where feasible
Bicycle Lanes <ul style="list-style-type: none"> ▪ Width ▪ Lane Markings ▪ Signage 	<ul style="list-style-type: none"> ▪ 5' minimum for all road classifications ▪ Use appropriate markings as described in MUTCD ▪ Use appropriate signage as described in MUTCD ▪ Install signs alerting users to limited visibility areas
Multi-modal Paths <ul style="list-style-type: none"> ▪ Location 	<ul style="list-style-type: none"> ▪ Corridors with minimal intersections and with available ROW ▪ On rural roads in the vicinity of urban areas

Facility Description	Bicycle & Pedestrian Recommended Standards
<ul style="list-style-type: none"> ▪ Width ▪ Markings 	<ul style="list-style-type: none"> ▪ 10’ minimum; 12’ recommended if used by both bicyclists and pedestrians ▪ Use appropriate marking to delineate use by pedestrians and bicyclists
Bicycle Routes	<ul style="list-style-type: none"> ▪ Install ‘share the road’ and ‘bicycle route’ signage as described in MUTCD ▪ Provide additional lane width to outside travel lane where possible to accommodate bicyclists ▪ Evaluate speed and volume of identified bike route corridors from a safety perspective.
Bicycle Traffic-Actuated Signals	<ul style="list-style-type: none"> ▪ Ensure that loop detectors that detect bicycles are present at signalized intersections
Special Bicycle Signal Timing	<ul style="list-style-type: none"> ▪ Provide additional time for bicycle movements through the intersection, where appropriate
Additional Recommendations <ul style="list-style-type: none"> ▪ Shoulders ▪ Traffic Signals ▪ Drainage Grates 	<ul style="list-style-type: none"> ▪ Typically 8’ minimum for vehicle emergency ▪ In lieu of sidewalks and/or bike lanes, provide 4’ minimum of asphalt for use by pedestrian/bicyclist, where feasible ▪ Provide adequate green times for bicyclists ▪ Provide adequate crossing time for pedestrians as outlined in MUTCD ▪ Use countdown pedestrian signals ▪ Install bars perpendicular to direction of travel

6.8) BICYCLE and PEDESTRIAN FUNDING STRATEGIES

There are several ways to secure funding for the proposed improvements that have been identified. Beyond common funding options from the federal, state, and local levels, the Farmington MPO and the entities should proactively seek out other funding sources, whether through grants, private

contributions, or creating a budget dedicated to funding the projects. Funding for the regional improvements will be a primary responsibility of the Farmington MPO. Federal funding that is awarded to entities of the Farmington MPO must be included in the TIP, and subsequently added into the Statewide TIP (STIP).

Federal Funding

Walking and biking improvements that focus on serving a transportation commuting purpose stand the greatest chance of receiving federal funding. While not all-inclusive, many regional walking and biking improvements could be funded from the following programs:

- National Highway System (NHS)
- Surface Transportation Program (STP)
- Transportation Enhancements (TPE)
- Hazard Elimination
- Recreational Trails
- Safe Routes to School (SRTS)

Local Funding

The local governments should dedicate or continue to dedicate a portion of road funding in the Capital Improvement Program (CIP) to the construction or maintenance of new and existing facilities. Opportunities to apply for grants should be actively pursued. To complement the development of the regional walking and biking system, local governments should consider:

- Funding pedestrian and bicycle improvements at the same time new roads are built or existing roads are retrofitted.
- Setting aside local funds that are dedicated to walking and biking improvements.
- Road impact fees that may be used for motorized and non-motorized improvements.

6.9) BICYCLE and PEDESTRIAN IMPLEMENTATION STRATEGIES

The Bicycle/Pedestrian Plan outlines several strategies for funding projects and implementing policies.

Strategy 1 – Responsibilities and Support

The Farmington MPO will coordinate the Bicycle/Pedestrian Plan. Activities will include:

- Develop a prioritization process for regional projects
- Seek federal funding and work with the local entities and NMDOT to obtain it
- Monitor and update the Bicycle/Pedestrian Plan as necessary
- Ensure the plan is consistent with the MTP and other comprehensive transportation plans
- Assist with development review to ensure new subdivisions and businesses follow approved policies
- Consult with local organizations and the general public who are involved with walking and biking improvements

The local governments will develop the elements of the Bicycle/Pedestrian Plan. Activities will include:

- Adopt the plan at the local level to ensure recognition and support of the goals, objectives, projects, policies and recommended standards described in the document
- Incorporate applicable elements of this plan into local planning documents and processes
- Dedicate local funding to the construction of new pedestrian and bicycle facilities
- Modify the CIP to fund walking and biking improvements
- Ensure that all traffic control plans comply with MUTCD
- Review the Bicycle/Pedestrian Plan as part of the subdivision and development review process
- Coordinate local projects among the cities in preparation for the regional projects
- Map out projects using assessor and township maps and aerial photography to better define locations for the projects

Strategy 2 – Multi-modal Improvements

The importance of incorporating multi-modal aspects into all road projects is becoming increasingly more critical. From the national level to the local level, legislation is being passed to implement “complete streets”, meaning roads must accommodate all types of users. The Farmington MPO and its members should actively pursue ways to incorporate multi-modal elements into new improvements.

Strategy 3 – Educate and Encourage Walking and Biking

Public awareness and acceptance of walking and biking as a viable means of transportation will require the use of effective education and encouragement methods. While the Bicycle/Pedestrian Plan describes tools for providing more

mode choice, the MPO should investigate ways to get people involved and interested in walking and biking:

Strategy 4 – Maintain the Facilities

Sufficient maintenance of current walking and biking facilities requires staff time and funding. Regular inspection, cleaning, and striping are critical to user safety.

Strategy 5 – Pedestrian and Bicycle Amenities

Pedestrians and bicyclists routinely need amenities to complement their walking or biking trip. Possible ideas for cities and local business to implement include installing benches and bike racks at public destinations, and posting signs and informational kiosks.

6.10) BICYCLE and PEDESTRIAN ACTIONS

The Farmington MPO will investigate implementing these actions to further promote the plan:

- Create a permanent bicycle and pedestrian committee to ensure that bicycle/pedestrian planning activities and projects constructed by the entities within the Farmington MPO are consistent with the strategies and policies outlined in the Bicycle/Pedestrian Plan.
- Create a Pedestrian Safety Action Plan, which would be integrated into the Bicycle/Pedestrian Plan and would serve as a self-contained document.
- Assist local governments and the school districts with applying for federal Safe Routes to School funding.
- Create a Bicycle Suitability Map.
- Create a budget that dedicates specific funding to bicycle and pedestrian projects annually.