Active Transportation Toolkit

A Guide to Developing কিৰ্ক Community Resources for Walking & Bicycling in New Mexico





Everybody wins when more New Mexicans walk or ride a bicycle. Photo courtesy of Healthy Kids McKinley County (grand opening of Brickyard Bike Park).



Active Transportation Toolkit



by



Tim Rogers Active Transportation Planning Santa Fe, New Mexico

(505) 629-5647 timro@hotmail.com

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Walking Wednesday in Roswell: On the path to an active lifestyle.

The Toolkit

The Active Transportation Toolkit offers community members, planners, public health specialists and others a brief overview of the kinds of infrastructure that New Mexican communities need to support physically-active transportation – walking and bicycling as a part of everyday life – and how to go about getting that infrastructure in place.

The Active Transportation Toolkit was prepared for federal <u>Community Transformation Grant (CTG)</u> recipients working with the <u>Healthy Kids NM</u> program of the New Mexico Department of Health. The images in this toolkit are primarily based on consultations in eleven CTG communities:

- Anthony
- Chama
- Clovis
- Gallup

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Grants

- Roswell
- San Ildefonso Pueblo
- Santa Clara Pueblo
- Socorro
- Zuni Pueblo
- Mescalero Apache Tribe



Additional materials in the Toolkit are drawn from work with the <u>University of New Mexico</u> <u>Prevention Research Center</u> in Cuba, New Mexico, with the <u>New Mexico Safe Routes to School</u> <u>Program</u>, and with the <u>Santa Fe Metropolitan Planning Organization</u>.

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Many thanks go to Healthy Kids NM and the local and tribal CTG Coordinators for making the Toolkit possible. Together we can take the next steps for a healthier New Mexico!

Making the case

"Active transportation" means integrating walking and bicycling into an everyday routine. Walking or bicycling for transportation in your community means that these healthy behaviors are not a discreet activity that requires putting special time aside and perhaps joining a gym. Walking and bicycling are for everyone, everywhere. Walking and bicycling are good for your physical and mental health, are great for the environment, and can drive economic development in our communities.

Long-range bicycle tourists on Old Route 66 in Grants (right) represent just one of many ways that good bike lanes, sidewalks and trails can translate into economic development in New Mexico communities. Below, Frenchy's Field in Santa Fe, listed by NMDOH as a "Prescription Trail," provides a venue for relaxed recreation as well as a useful transportation route.



In addition to facilitating environmentallyfriendly, non-motorized transportation, trail alignments like Mescalero's Tularosa Creek (above, right) offer a chance to bring users back in touch with nature on a routine basis.

"Active" – and affordable – transportation includes transit, such as the bus at right on Chiricahua Plaza, Mescalero. Busses and trains can play a big role in helping us to work walking and biking into our daily rounds.



The Four E's

The New Mexico Safe Routes to School (NMSRTS) Program at the NM Department of Transportation (NMDOT) first introduced our state to the "Four E's" as the basic strategies to increase walking and bicycling: Education, Encouragement, Enforcement, and Engineering. The list has grown to include two more important program concepts: "Equity" and "Evaluation."

Many communities in New Mexico have embraced education and encouragement as primary strategies to promote walking and bicycling, and many have included law enforcement partners in local efforts.



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Promotional Materials by NMDOH for Chaves County (left, see link) by the Pedestrian and Bicycle Information Center (PBIC) for nationwide use (right, see link), and by Healthy Kids Socorro County for "Bike to School Day" (below right)

Health Benef

Your child will receive an additional 20-30 minutes of physical activity per day.

Your child will learn that

before school

HE WALK

Start the walk..

join today!



Influencing the engineering, or infrastructure, side of things is a challenge that many communities struggle with. What do we need? How do we get it? Who can help? This Toolkit is intended to act as a point of reference to help answer these questions and find out where to learn more.

A good place to start is your local or tribal public works department. How are they planning to promote walking and bicycling in the transportation system? It starts with good sidewalks, crosswalks, multi-use trails, and bike lanes. Also to be considered are traffic calming, bicycle parking, and transit provisions for bicyclists as well as for pedestrians.



Complete Streets

"Complete Streets" are streets that are designed, built, and maintained to serve the needs of pedestrians, bicyclists, and transit users as well as motorists. Complete streets can be required via policies, guidelines, and standards for public projects and private developments.

For information and assistance on developing complete streets in New Mexico, contact the New Mexico Healthier Weight Coalition's "Complete Streets Leadership Team." More information is available at http://nmhealthierweight.com/?page_id=252.

Engineering

Guidelines and Standards



Rather than improvising or relying only on public and political input, agency staff should be following professional guidelines from the <u>American Association</u> <u>of Transportation and Highway Officials</u> (AASHTO) to plan, design, and build this infrastructure. Specific guidelines for pedestrian and bicycle facilities, shown above, are by reference part of AASHTO's "Green Book," which is the go-to source for road design guidelines for engineers around the country.

Additional guidance exploring "cutting-edge" techniques is available from the <u>Institute of</u> <u>Transportation Engineers</u> (ITE) and the <u>National</u> <u>Association of City Transportation Officials</u> (NACTO).

For more specific issues around signage, pavement markings, and traffic signals, detailed standards are available to them, and to you, in the national <u>Manual of Uniform Traffic Control Devices</u> (MUTCD), right.

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Manual on Uniform Traffic Control Devices

2009 Edition



Sidewalks

Sidewalks are dedicated pedestrian facilities along a roadway. Design and construction of sidewalks must adhere to explicit <u>guidelines</u> under the <u>Americans with Disabilities Act</u> (ADA). Accessibility is the law, but sidewalks should also provide a safe and convenient route for pedestrians of all abilities.



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In addition to requiring sidewalks in conjunction with private and public developments, public agencies should identify critical gaps and prioritize improvements near schools, parks, retail areas, and neighborhoods, and particularly where pedestrian demand is indicated through density and mixed land use.

Sidewalks



Main St. in downtown Roswell: "Furniture zone" provides space for lamp posts, trees, signage, and fire hydrants, allowing for an obstacle-free route for pedestrians.



A pedestrian navigates a muddy shoulder in a commercial area along NM17 in Chama NM.



4th St. in Anthony NM, in a densely-populated school zone, has been prioritized by the City of Anthony for sidewalk construction, in conjunction with drainage improvements.



Buffered sidewalk on Boardman Ave., near Miyamura High School in Gallup, promotes pedestrian comfort and safety.



Routing bicyclists onto sidewalks creates hazards for cyclists, pedestrians, and motorists entering or exiting the roadway. "Side paths" like this one along 2nd St. in Gallup are not supported by engineering guidance for bicycles.

Bike Lanes



Striped shoulders provide a comfortable ride on School of Mines Rd. in Socorro.



Four-foot-wide paved shoulders provide space for bicyclists and pedestrians in San Ildefonso Pueblo. Paved shoulders, including those marked as bike lanes, also improve safety for motorists, provide space for emergency responders and work crews, increase the life span of the roadway, and reduce maintenance needs.

Bike lanes and paved shoulders provide dedicated space for cyclists along busy or higher-speed roads. Well-designed bike lanes allow for comfortable passing movements without compromising cyclists' visibility and predictability to other road users. Bike lanes are endorsed by AASTHO and the League of American Bicyclists as the best way to accommodate bikes along such roads.

The 2012 edition of AASHTO's guidelines for bicycle facilities is available for purchase from the AASTHO bookstore. The previous edition, from 1999, is available online.



Bike lanes are an essential part of "complete streets" on Nizhoni Blvd. in Gallup (above) and College Ave. in Roswell (right).

Where sidewalks are located directly on the curb, as on College Ave., bike lanes or shoulders also serve to create a buffer area between pedestrians and motorists.

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Active Transportation Toolkit

Guide for the Development of

Bicycle Facilities

2012 • Fourth Edition

Bike lanes can be required along major roads through local development codes as well as local and statewide road standards. Agencies can also "retrofit" bike lanes on roads that lack them by widening or restriping. The desirable minimum width of bike lanes is five feet; four feet is acceptable for retrofits when space is limited.





Adding bike lanes on to roads that need them is far less expensive if existing road space can be re-allocated. In Roswell, Earl Cummings Blvd.'s four-lane cross-section (above, left) provides more than enough space for motorists but offers little for bicyclists or pedestrians. A "Road Diet" conversion to two travel lanes, a center left-turn lane, and striped shoulders (illustrated at right), improves safety for all users. This opportunity to "go multi-modal" applies to any four-lane road with less than 20,000 vehicles per day. Boardman Ave. in Gallup, illustrated below, may be the first such treatment of a NM state highway (also see p. 22).



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NMDOT provides bike lanes or shoulders along state highways as part of its multi-modal mission. On Old Pecos Trail (NM466) in Santa Fe (above), the bike lane is routed left of a dedicated right-turn lane, per AASHTO guidelines, to protect bicyclists from the threat of a "right-hook" conflict with motorists. NMDOT's common practice of leaving vertical pavement edges in shoulders, on the other hand, is not condoned by AASHTO. In the example below, the wide shoulder of US60 connecting Clovis to nearby Cannon A.F.B. has been rendered all but useless for cyclists.





River Walk along the Rio San Jose in Grants, just north of Old Route 66.

Multi-use trails are facilities for pedestrians, bicyclists, and other non-motorize users on exclusive right-of-way and with minimal cross flow traffic. Multi-use trails should be thought of as a complementary system of off-road transportation routes for bicyclists and others that serves as a necessary extension to the roadway network (<u>AASHTO 1999</u>).

Suitable Alignments for Multi-Use Trails: Some Examples in NM

 \leftarrow Rivers

Railroads ↗ (Active & Abandoned)

Arroyos \rightarrow

 \mathbf{N}

Acequias / Ditches

 \downarrow Utility Lines



Santa Fe's Rail Trail runs along an active rail line.



Drainage near Bud Spencer Park in Clovis.



but generally not roads

← Trails along roads, or "side paths," present operational difficulties for road and trail users alike. Side paths are not recommended as a primary strategy for accommodating bicycle traffic.



Simulation of a multi-use trail using a utility corridor in Anthony NM.



Irrigation ditch near Sarracino M.S. in Socorro.







Connectivity is critical for urban trails to be able to play a role in physically-active transportation. "Goodwin Lake Trails" in Clovis is surrounded by neighborhoods and a major shopping center, but lack of sidewalks, bike lanes, or any other access points for the trails aside from the trailhead parking lot, ensure that the trails can only play a limited recreational function (as in photo below). Through-use by walkers and bicyclists for transportation should be seen as legitimate and highly desirable, but until such connections are made, use of the trail for routine physical activity will be limited primarily to those who arrive and leave in motor vehicles.



Trails

In many CTG communities, including Anthony, Chama, Clovis, Gallup, Roswell, and Socorro, active rail lines may offer promising alignments for parallel foot and bicycle traffic. Local governments wishing to develop trails along these alignments may face challenges in acquiring right-of-way, ensuring user safety, and limiting liability. Relevant guidance and <u>lessons learned</u> in this area are available from the federal government (at right).



Short non-motorized connections can form the linchpin to longer, bicycle- and pedestrian-friendly routes that include lower-traffic roads. Examples include an intersection leg closed to motor vehicles at New Mexico Tech. in Socorro (above, with mock-up wayfinding). At right, a short pathway connects calm streets on the way between Santa Fe and Tesuque, creating a "bike boulevard" effect for stretch of over five miles that offers a far more desirable alternative for bikes over US84/285.

US Department of Transportation Federal Highway Administration Federal Raitroad Administration National Highway Traffic Safety

Federal Transit Administration Rails-with-Trails: Lessons Learned

Literature Review, Current Practices, Conclusions



August 2002





Crossings



High-Visibility Crosswalk Striping: Longitudinal bars installed by Mescalero Apache Tribe at Apache Blvd. and Eagle Dr. (Photo provided by Healthy Kids Mescalero).

Crossing driveways and streets is the most challenging and important element of design of sidewalks and multi-use trails. Under New Mexico law, legal crosswalks exist where ever roads intersect, regardless of whether pavement markings are in place. Crossings must adhere to accessibility guidelines under ADA. Convenience and safety of trail and sidewalk users also need to receive rigorous consideration if we wish to facilitate more walking and bicycling in our communities.

Traffic Calming and Crosswalks

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Traffic-calming devices can be combined with high-visibility striping and appropriate signage to reduce motor vehicle speeds and create a more conspicuous crossing location. Examples proposed in CTG communities include a speed table for an at-grade crossing for the Rio San Jose Trail in Grants (mock-up at right) and a raised intersection proposed by Zuni Mainstreet (below right).







Built median refuges serve to slow down motor vehicle traffic and to provide a simplified, twostep crossing with a safe stopping point halfway through. Median refuges are often feasible within mid-block crossings and at T-intersections.

At left, before and after shots of the proposed Boardman Ave. "Road Diet" in Gallup show a dramatically improved environment for pedestrians.



Illustration for NM Mainstreet by Lisa Flynn, Milagro Design

Corners

Design of street corners has significant impact on pedestrian safety and convenience at crossings.

Crossings



Pedestrian-friendly street corners serve in various ways to minimize pedestrian exposure to motor vehicles and to provide for convenient and accessible walking routes. Desirable characteristics include:

- Directional ramps, in line with buffered sidewalk
- Minimized curb radius
- Minimized crossing distance

Pedestrian-friendly street corners in Durango, Colorado (left), and in Nob Hill in Albuquerque (below left). The combination of sidewalk buffer and tight corners permits construction of dedicated ramps directly in line with the sidewalks. This arrangement is not always possible but should be what agencies that are pursuing "walkability" strive to achieve.

Most NM communities direct design consultants and contractors to adhere to NMDOT's "<u>Standard Drawings</u>" for ADA ramps, but this pedestrian-friendly arrangement is not on NMDOT's menu, which favors back-of-curb sidewalks and wider corners (as in photo at right).

Tight corners reduce speed of turning motor vehicles and minimize crossing distance and overall exposure to motor vehicles. Tight corners may still be acceptable to serve the needs of larger "design vehicles" if engineers calculate the increased "effective turning radius" afforded by road width that is used for parking, bike lanes, or shoulders.



This recently-built corner for a school driveway in Santa Fe (above) provides bus drivers and other motorists with a generous turning radius, encouraging speed and maximizing pedestrian exposure. Busses already have six more feet of shoulder space to work with to complete the turn, suggesting that a tighter corner may have sufficed. Placement of the sidewalk directly alongside S. Meadows Rd. is contrary to recent County Code requiring buffered sidewalks. NMDOT standard drawings that design consultants in our state are directed to use do not provide design options to address these considerations. It is likely that a multi-use trail will eventually connect into this corner from the nearby Santa Fe River, in background on left.

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Crossings

Corners (continued)



Corners with a wide curb radius increase crossing distance and encourage motor vehicle speed, as in the photo above left, of Eagle Dr. at US70 East Off-Ramp in Mescalero. Bumping out the corner, as in the mock-up at right, has huge benefits for pedestrians, including an 80% reduction in crossing distance and a reduction in motorist speeds. Addition of striped shoulder along Eagle Dr. provides not only a bike lane and sidewalk buffer but also increased effective turning radius for trucks.

Driveway Crossings



Even a small buffer area permits the construction of sidewalks that do not have to be interrupted or re-routed at driveway crossings. This safe and convenient stretch of sidewalk built by NMDOT along US550 in Cuba is given primacy over the driveway, giving a clear message to motorists that they need to yield to sidewalk traffic..

Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations



Crossings at Uncontrolled Locations

To mark or not to mark a crosswalk at an uncontrolled location?

Crosswalk markings can provide important guidance to motorists and pedestrians at legal crossing locations that do not have a stop sign or traffic signal for through traffic. Many engineers will not mark a crosswalk at these locations because they do not want to create a "false sense of security" among pedestrians. This prohibitive approach stems from a widely publicized San Diego study from the 1970s. Subsequent research in the past two decades, in particular the <u>study at</u> <u>right</u>, indicates that in a wide variety of situations, marking crosswalks at uncontrolled locations will vastly improve conditions for pedestrians WITHOUT creating a hazard.

A legal but unmarked crosswalk across Agua Fria St. at Frenchy's Field in Santa Fe (left), is an excellent candidate for crosswalk markings.

Mid-Block Crossings

Mid-block crossings are pedestrian crossing locations that are not near intersections. Under NM law, they are established legally only through placement of white crosswalk striping. Although often resisted by road agencies, mid-block crossings may be warranted where a trail or another significant pedestrian attraction exists. Mid-block crossings offer distinct advantages over crosswalks at intersections, including fewer conflict points with motorists and better prospects for establishing a built "median refuge."





The mid-block crossing at left serves a spur from Santa Fe's River Trail connecting to an elementary school. Median refuge, lack of turning conflicts, and a school crossing guard all contribute to an excellent crossing facility. Above, a midblock crossing proposed by Zuni Mainstreet is intended to serve a demonstrated pedestrian preference on Zuni Pueblo.

Crossings



On multi-lane roads, mid-block and other uncontrolled crossings require consideration of further measures beyond signage and striping. This mid-block crossing of US380 for Roswell's Hondo River Trail (above) provides a built "median refuge" so that trail users can take the four-lane crossing in smaller steps; the Hondo River Trail's Main St. crossing adds a flashing beacon to the mix.



Dedicated signals for mid-block pedestrian crossings are rare in part because prescribed signal warrants based on user counts cannot be met. "Half-signals" are mechanisms with less restrictive warrants that give motorists a flashing red stop signal when activated by pedestrians but are not illuminated at other times. Among various versions approved by the MUTCD, this "HAWK" pedestrian signal at Marshall M.S. in Clovis, is possibly the first such device in N.M. (many can be seen in Tucson AZ).

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Crossings

Grade-Separated Crossings

Grade-separated crossings, such as bridges and tunnels, can eliminate the hazards of at-grade crossings but are often extremely expensive and sometimes ineffective. Good candidate locations should have high prospective demand, such as for a trail, and convenient approaches as compared to at-grade alternatives to crossing a street. Expense can be reduced where a grade-separated crossing is integrated into an existing structure or developed as part of a larger road or bridge construction project.



This pedestrian bridge over Main St. in Roswell is effective because it connects two halves of the campus of the NM Military Institute, and no convenient at-grade crossings of Main St. exist in the vicinity. Pedestrian bridges are often thought of as a "silver bullet" to eliminate at-grade conflicts. However, in addition to being very expensive, they are frequently inconvenient to use compared to at-grade alternatives, and may thus be ignored by pedestrians. Guidelines under the American Disabilities Act require the provision of ramps, which may require additional right-of-way. Where ramps are unable to facilitate a convenient route, supplementary staircases from street level may be appropriate.

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Roswell's "Spring River Trail" (above), passes under Main St. along with the river. This trail's underpasses provided inspiration for two underpasses proposed for the Rio San Jose Trail in Grants via retrofitted culverts (mock-up below, with inset of underpass for Santa Fe's Arroyo de los Chamisos Trail).



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Calm roads, plazas, alleys, and paved shoulders are places where pedestrians, bicyclists, and motorists should be able to safely and comfortably share space. Contrary to popular belief, motorists

Shared Space



San Ildefonso Pueblo's plaza area (above) has supported foot traffic for centuries. Motor vehicle traffic through this area is thus a relatively new phenomenon. Vehicles are permitted but, as anywhere, must yield to pedestrians. This shared space is a good approximation of a European concept known as a *woonerf*, from the Dutch for "living street," where various activities can co-exist and motorists are put on notice that they do not have any superior rights to the shared space. Other examples of functional shared space in communities around New Mexico include an alleyway in Roswell (below left) and a shoulder on a state highway within the village of Cuba that lack sidewalks (below right).



do not have any higher right to these spaces than do other modes. This is an area where engineering can be supported through

education of users, and may require a dramatic change in our motoristdominated culture.

Shared Lanes

Bicyclists have the same rights and responsibilities as motorists on the roadway. On-road use of bicycles does NOT require separated bike lanes nor any other special provisions on most roads.

Socorro's plaza area (right) may be somewhat busy, but slow traffic speeds and constrained passages make it quite conducive to bicycle use on the road, which is far more desirable than on the sidewalk.

Where conflicts may be more substantial, the MUTCD now offers "sharedlane arrows" or "sharrows" to demonstrate cyclists' right to "take the lane." The "sharrow" symbol shown at right from San Francisco, intended to keep cyclists out of the "door zone" of parked cars, can now be found in Santa Fe and Albuquerque.





Wayfinding

"Wayfinding" is a term for guidance to help pedestrians and bicyclists find their way along appropriate and convenient routes. Wayfinding includes printed and posted maps, signage, and pavement markings. Wayfinding can be a very cost-effective investment for communities that already have pieces of a pedestrian or bicycle network in place.

Healthy Kids San Ildefonso created maps of recommended community walking routes (below) for distribution on paper as well as through signage posted on site (below right).





"Best practices" in action: bike wayfinding in Berkeley CA, at right.





In the scheme of the Four E's, wayfinding is where engineering meets education and encouragement.

Attractive signage shows the way along the Tularosa Creek Trail in Mescalero , at left.

National standards in the MUTCD

have evolved to focus on the provision of useful wayfinding information, including directions and destinations, on "bike route" signs. Signage proposed for Roswell (left) is intended to help bicyclists find their way along existing, bicycle-friendly roads and trails. City of Socorro will sign four bike routes with destination signage based on Healthy Kids' and Active Transportation Planning's recommendations (example below).





Planning

A community assessment by Pueblo de San Ildefonso Healthy Kids (left) was an important ingredient toward a successful application for federal funding for a sidewalk.



In Mescalero, volunteers assess walking conditions (above) in order to identify needs and prioritize improvements. Below, the Healthy Kids Mescalero Stakeholders' Group makes a site visit along Tularosa Creek.

Planning assistance is available for communities seeking to improve walkability. Above, a community design "charette" was convened on Zuni Pueblo by NM Mainstreet. Planning activities by the Mescalero Apache Tribe (right) received assistance from the National Parks Service's River Trails and Conservation Assistance program.

BIKING AND WALKING TRAIL ASSESSMENT OF THE

PUEBLO DE SAN ILDEFONSO



There are many ways to influence the development of a more walkable and bike-able community. Participating in the creation or revision of local planning documents, city or county development codes and road standards, and recurring funding mechanisms could have the greatest long-term impact.

Getting involved in state highway or local road design processes that are under way, decisions on where to locate important public facilities such as schools or health clinics, and discussion of site designs for public facilities may have more immediate impact, drawing from project budgets already in place.

Active Transportation Planning's "Road Map for CTG Partners to Implement Projects in the Built Environment" (Jan., 2014) identified six steps to take communities from identifying needs to getting walking and biking projects funded:

- Map Community / Identify Needs
- Research Past & Current Plans
- Identify Priorities
- Educate Partners and Build Support
- Put a Plan on Paper
- Pursue Funding

Putting a plan on paper: Healthy Kids Cibola County worked with NM Mainstreet to create a new plan to extend Grants' Riverwalk (below). After approval by City Council, the plan was critical to the City's success in obtaining substantial federal funding for the trail.

RIO SAN JOSE RIVERWALK

LECACY TRAIL' PLAN

Funding

TAP: Here it comes again!

Information on public and private funding sources for walking and bicycling projects in New Mexico is available for communities throughout the state in a <u>funding table</u> produced for Healthy Kids NM.

Of most interest at this moment is federal <u>Transportation Alternatives</u> <u>Program (TAP)</u> and <u>Recreational Trails Program</u> (RTP) funding for federal fiscal years 2016 and 2017.

As with other federal transportation funds, TAP and RTP will be programmed statewide by NMDOT through metropolitan and regional transportation planning organizations (MPOs and RTPOs). Funding availability will be announced by the MPOs and RTPOs in Fall 2014. It will be only the second time around for TAP and the first time around for RTP under NMDOT and its planning partners, so the only thing for sure is that it will be a learning process for all involved!

For more information on availability of TAP and RTP, contact your area's MPO or RTPO (see NMDOT's <u>state map</u> at right). Their <u>contact</u> <u>information</u> is available through NMDOT's <u>Planning Bureau</u>.

Filling out a Project Identification Form (PIF), such as for San Ildefonso Pueblo's application for TAP funds at right, is the first step toward obtaining federal funding for transportation projects through NMDOT. Your elected officials and local or tribal transportation planner or public works department need to be involved from the start. Ask if they are planning to apply for TAP or RTP funds for walking or biking projects.

Eligible projects will need a resolution of support from your county commission, city council, or tribal council, and may require a roughly 15-20% local or tribal funding match. Important additional support for successful projects includes planning documentation as well as having the project listed in your local or tribal government's Infrastructure Capital Improvement Plan (ICIP).



Plan, Design, Build, Evaluate . . . Repeat.

Once you have planned your active transportation project and obtained funding support for it, the work is just beginning. For most projects receiving federal or state funding, your local or tribal transportation planner will need to stay in close touch with contacts at NMDOT to make sure that all project activities are eligible for reimbursement.

All transportation projects must be listed in the <u>Statewide Transportation Improvement</u> <u>Program</u> (STIP), your planning contacts can help make sure that happens. (The STIP is also a great place to research what your local or tribal government has already programmed through NMDOT.)

Most funded projects are broken into at least two phases. Once planning and funding are in place, important elements that need to be scheduled include:

- Design
- Environmental Clearances.

NMDOT has recently updated its <u>Tribal/Local Public Agency Handbook</u> with important contact information and procedural details.

Construction

Once your project is built, celebrate, promote, and take steps to document your success. Consider making baseline and follow-up counts of the number of walkers and bicyclists on the new facility. Enjoy seeing the community use it, and evaluate how things went and what the best next steps are to promote walking and bicycling in your community. Build it and they will come: Below, Gallup's Brickyard Bike Park on opening day in October 2013. By locating this recreational facility a few blocks from downtown, the City of Gallup is encouraging healthy, active transportation to it and through it.

2014

ribal/Local Public Agency



Left: River Trail under construction in Santa Fe.

Right: Trying out trail surface materials at a street crossing near the Tularosa Creek in Mescalero.





Photo courtesy of Healthy Kids McKinley County

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Implementation

References

AASHTO	American Association of Transportation and Highway Officials
	Guidelines for the Development of Bicycle Facilities (1999)
	Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)
	Guide for the Development of Bicycle Guidelines (2012)
ADA	Americans with Disabilities Act; ADAAG: ADA Accessibility Guidelines (U.S. Access Board)
CSLT	Complete Streets Leadership Team (N.M. Healthier Weight Coalition)
CTG	Community Transformation Grant
FHWA	Federal Highways Administration
	Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations
	Rails-with-Trails: Lessons Learned
HKNM	Healthy Kids New Mexico
ICIP	Infrastructure Capital Improvement Plan
ITE	Institute of Transportation Engineers A "road diet" opportunity on Linan Ave. in Mescalero: Existing
LAB	League of American Bicyclists four-lane cross section (top) and
MPO	Metropolitan Planning Organization proposed restriping (bottom), to
MUTCD	Manual of Uniform Traffic Control Devices improve safety and comfort of
NACTO	National Association of City Transportation Officials
NMDOH	New Mexico Department of Health
	Prescription Trails, also see Chavez County Prescription Trails
NMDOT	New Mexico Department of Transportation
	Bicycle, Pedestrian Equestrian Program (BPE)
	Planning Bureau, Tribal/Local Public Agency Handbook
	Standard Drawings for ADA ramps
NM Mainstreet	New Mexico Mainstreet, also see Zuni Mainstreet
NMSRTS	New Mexico Safe Routes to School Program (NMDOT)
NPS RTCA	National Parks Service's River Trails and Conservation Assistance Program
PBIC	Pedestrian and Bicycle Information Center
RTP	Recreational Trails Program (FHWA)
RTPO (or RPO)	Regional Transportation Planning Organization
STIP	Statewide Transportation Improvement Program (NMDOT)
ТАР	Transportation Alternatives Program (FHWA)
UNM PRC	University of New Mexico Prevention Research Center, also see Step into Cuba

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All photos by Tim Rogers unless noted otherwise.

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