UNM Campus Bicycle Master Plan (Draft 4-24-2009)

Purpose

The Purpose of the Bicycle Master Plan is to set a framework for establishing a bicycle and pedestrian friendly system that safely moves people around the campus, linking together the south, main, and north districts of UNM with the City of Albuquerque. Additionally, UNM is a major generator of commuter and single occupancy vehicle travel and recognizes the importance of promoting bicycle and pedestrian solutions to mitigate the region’s transportation and environmental quality issues.

Background and Intention

Bicycles throughout the UNM campus historically have shared routes with automobiles and pedestrians. The number of people using bicycles for commuting and other travel purposes has increased significantly with the rising cost of gasoline. The growth in student enrollment along with the City has intensified the potential for bicycle, pedestrian, and automobile conflicts. This section will address those conflicts and develop goals that promote realistic long term guiding principles and solutions.

The University has demonstrated its commitment to become carbon neutral by the year 2030 by President David J. Schmidly signing the American College and University Presidents’ Climate commitment. UNM is also an active member of the Association for the Advancement of Sustainability in Higher Education. Improving bicycle facilities at UNM will continue to contribute towards the reduction of the dependence of the single occupancy vehicle as a primary means of accessing the campus.

Goals

1. Promote sustainability as a core value of UNM including energy efficiency, longevity and durability.
2. Reduce vehicular travel by promoting alternative modes including bicycles.
3. Promote safe transport of bicycles, pedestrians, buses, people movers and the auto.
4. Provide efficient wayfinding signage to help people safely get to where they are going.
5. Provide secure bicycle parking and storage facilities located close to buildings.
6. Provide conveniently located shower and locker facilities for bicyclists.
7. Provide additional curb cuts and eliminate barriers for bicyclists.
8. Provide separation of bicyclists from vehicles and pedestrians where possible.
9. Provide adequate lighting for safety.
10. Promote bicycle safety training and awareness programs.
11. Promote on campus bicycle repair and information programs.
12. Promote an on campus bicycle loan program.
13. Encourage City of Albuquerque bicycle lane and trail improvements connecting to UNM and collaborate with the City.
14. Promote ADA regulated safety for the handicapped, especially on shared paths.
15. Provide for bicycle amenities that meet current AASHTO, NMDOT, Federal Highway Administration, and all local codes, guidelines and specifications.

Guiding Principles and Solutions

1. The UNM campus shall be first and foremost a pedestrian environment supported by bicycles, people movers, shuttles and buses, automobiles, and regional transportation provided by the City.
2. A Master Plan Map of major bicycle routes throughout the UNM campus shall be created to facilitate and guide future improvements and preserve right-of-way accessibility to key locations. The Master Plan Map shall integrate all modes of transportation wherever possible and be updated as required to conform to all Regional and City Transportation Master Plans.
3. A needs assessment for bicycle parking throughout campus shall be updated periodically to accommodate the needs of bicyclists. This shall include secure bicycle and storage facilities.
4. Wayfinding and signage improvements shall be assessed to accommodate the safety and needs of bicyclists with all modes of transport while conforming to a campus-wide Wayfinding Plan.
5. Handicap safety and needs shall be assessed and improved wherever necessary and conform to all ADA requirements and local codes.
6. Infrastructure, roads, utilities, pathways, lighting, paving, curbs, signage, landscaping, ramps, stairs, and barriers shall be evaluated and improved for safety and reducing conflict between bicycle and other modes of transport. All improvements shall be regulated by AASHTO, NMDOT, Federal Highway Administration, and all State and local codes, guidelines and specifications.
7. All new buildings, development, and infill shall require compliance with the Bicycle Master Plan Guiding Principles and Solutions to ensure the interconnection of new facilities with the existing bikeway system. Bicycle and pedestrian connectivity shall be provided during all construction phases.
8. A needs assessment for lockers and showers shall be performed to accommodate bicycle commuters.
9. UNM shall coordinate and collaborate with the City and other regional governments to help provide a comprehensive Regional Transportation Plan connecting UNM to the City and beyond.

10. UNM shall support bicycle safety training and awareness programs including the distribution of a free bicycle map and a campus wide helmet promotion program.

11. UNM shall support bicycle repair and information programs with collaboration and support by the student population.

12. UNM shall support an on-campus Bicycle Loan Program and coordinate with the City and private enterprise as required.

Priorities and Development Strategies

A five year prioritized development program for the implementation of the Goals, Guiding Principles, and Solutions in the UNM Bicycle Master Plan will be as follows:

1. Develop a campus wide Wayfinding Program which articulates the specific needs of bicyclists while reducing conflicts with other modes of transport.

2. Reduce and regulate the speed limit of automobiles, bicycles, and other modes of transport on all streets and shared paths in UNM. It is recommended that vehicular and bicycle speed limits are 15 mph throughout all shared roadways. The recommended speed limit for bicycles on all shared paths with pedestrians is 5 mph. Coordination with the City for speed limit reductions on City owned streets within UNM boundaries will be required.

3. Develop a comprehensive UNM Bicycle Circulation Map delineating specific proposed improvement along recommended bike routes. Improvements may include bike racks and lockers, painted signage and demarcation on roads and shared paths, specific speed and warning signs, curb cuts, removal of barriers, lighting and alternate path construction.

4. In conjunction with a Regional Transportation Plan, coordinate and collaborate with the City to construct additional bike amenities connecting UNM to all areas of the City. Improvements may include new bike lanes on Martin Luther King Boulevard east of Interstate I-25 to University Boulevard, and new bike lanes on Buena Vista Drive south of Central Avenue to South Campus. Additional improvements may include mid-block pedestrian/bicycle activated crossings at Buena Vista Avenue at Central Avenue and Vassar Drive at Lomas Boulevard.

5. Coordinate with the City to implement a Bike Loan Program servicing key locations throughout North, Main, and South Campus.

6. Develop bicycle safety training and awareness programs providing information and support for staff and student commuters. Expand the current UNM Outdoor and Bicycle Shop capabilities to provide service, training, maps, and other information.