



# GABAC

## GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-3658

**Timothy M. Keller, Mayor**

**Monday, July 13, 2020**

**4:00 - 6:00 p.m.**

**NOTE:** This meeting will be held electronic pursuant to Mayor Keller's instructions that Boards meet using virtual teleconferencing platforms.

**Join Zoom Meeting:** (Place mouse over hyperlink, right-click, choose "open hyperlink")

Topic: GABAC July Meeting - Virtual

Time: Jul 13, 2020 04:00 PM Mountain Time (US and Canada)

Join Zoom Meeting

<https://cabq.zoom.us/j/94406352452?pwd=U3VGUDZOZTcwZkVaKzlpZURMQXFtdz09>

Meeting ID: 944 0635 2452

Password: 348346

One tap mobile

+13462487799,,94406352452# US (Houston)

+16699006833,,94406352452# US (San Jose)

- **Welcome and Introductions**
- **Approval of the Agenda**
- **Approval of the June 2020 Minutes**
- **Announcements/Administrative**

Meeting Format.....Josef Jansen, DMD

-Please wait until recognized to begin Comment/Questions

-Written Questions/Comments and/or Responses may be requested via chat

- **Public Comment**

Please email comments to [jjansen@cabq.gov](mailto:jjansen@cabq.gov) or use the virtual raise hand feature

Comments are generally limited to two minutes or less

- **Presentations**

  - Development Process Manual Update – Terra Reed, COA Planning

- **GABAC Committee Reports/Updates**

- **Staff Reports**

  - DMD Engineering

  - Council Services

  - Parks and Recreation

  - Planning

  - Bernalillo County

  - MRCOG

  - NMDOT District 3

- **Discussion/Action Item(s)**

  - Bicycle/Driver Education - Robin Allen GABAC

- **Adjourn**

- **Next Scheduled GABAC Meeting MONDAY, August 10, 2020**

Members: Dan Majewski (City-SW); Robin Allen (City-At-Large); Josiah Hooten (City-At-Large); Raul S. Chavira (City-SE); Rose McCamey (City-NE); Richard Meadows (EPC); Lanny Tinning (Unincorporated East)

City Staff: Josef Jansen, DMD, Engineering (768-3842)

Notice: If you are a person with a disability and require assistance to participate in this meeting, please call 768-2680, 72 hours prior to the meeting. TTY users may access this number via NM Relay at 1-800-659-8331.



# GABAC

Timothy M. Keller,  
Mayor

**GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE**  
**DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293**  
**ALBUQUERQUE, NM 87103**  
**(505) 768-2680**

**VIRTUAL MEETING MINUTES**  
July 13, 2020

## Members Present – Quorum

Dan Majewski  
Richard Meadows

Lanny Toning  
Rose McCamey

## Members Absent

Robin Allen  
Josiah Hooten

Raul Chivara

## Staff Present

Josef Jansen, COA DMD  
Terra Reed, COA Planning  
Cheryl Sommerfeldt, COA Parks  
Whitney Phelan, COA Parks

Debbie Bauman, COA DMD  
Petra Morris, COA Council  
Jacob Wolff, MRMPO  
Julie Luna, Bernalillo County

## Guests

Peter Rice

Steve Pilon

Dan Majewski called the meeting to order

(4:30 pm)

## **Welcome and Introductions**

### **Approval of the Agenda –**

*Motion to Approve the Agenda* (Dan Majewski), 2nd (Richard Meadows), Vote – Unanimous

### **Approval of the June 2020 Minutes –**

*Motion to Approve June 2020 Minutes* (Dan Majewski) 2nd (Rose McCamey), Vote – Unanimous

### **Public Comment 1 of 2 – (Joel Gay)**

#### **Public Comment**

- 1) Joel Gay - Submitted Letter (See Attached)

To the members of GABAC,

Thank you for taking the time to read this letter regarding some bicycle issues in the Albuquerque area. I am hoping to attend the July 13 meeting but if something comes up, I just wanted to make my concerns known.

I grew up in ABQ and have been riding bikes here my entire life. Now retired, I ride several thousand miles a year -- as much as possible on dedicated bike paths but also on surface streets as required. My sincere thanks to ABQ and Bernalillo County for working on behalf of bicyclists over all these years. Having watched its growth, I can say our bike path and trail system is developing into a world-class feature.

Today I'd like to address several issues that I believe are important bicycle safety concerns and potentially costly liability issues to the city and county.

Living in the North Valley, I use Paseo del Bosque almost daily. Since the coronavirus lockdown began, I have seen a tremendous increase in use of the path, and while I'm glad to see so many people out, many riders appear to be new to bicycling. They're not wearing helmets, don't signal and oftentimes seem oblivious to other trail users.

My main concern today is the four-way intersection where Paseo del Bosque goes under I-40. There are three stop signs – one for northbound traffic, one for southbound, and one for those coming from the parking lot east of the trail, on Gabaldon Place. There is no stop sign for eastbound riders after they cross the wooden bridge coming from the river.

I believe the stop sign situation has long been a dangerous mess, and in particular that the north-south stop signs are a hazard. With all the new riders, it's gotten even worse. Most people ignore the signs. Longtime riders like me see so little traffic coming in from the

sides that there's no reason to stop, so we don't. Newcomers to the trail are focused on the intersection traffic, and probably don't even see the signs – the one for northbound traffic is currently blocked by grass.

A few miles north, there is another stop sign for northbound traffic at Campbell Road. It also is universally ignored.

I suggest the city and county make Paseo del Bosque a nonstop north-south thoroughfare. There should be stop signs on the side trails. If there is a problem with sight distance, like the northbound lane coming out from beneath the I-40 overpass, put up a yield sign, but put it where people can see it – on the west side of the path, not the east.

My next suggestion is to overhaul the bike path that runs parallel to Montano Road from Paseo del Bosque to Rio Grande Boulevard. It's a great path that keeps traffic off the busy surface street, but its very design presents a danger to bike riders. The path is mainly two lanes wide, but it weaves back and forth, and at each place the trail weaves left or right, it chokes down to one lane. Then it widens again. Then it chokes down again, over and over. The danger is when riders meet head-on at those choke points, because it isn't clear who has the right of way. I have seen bikers crash because of the design.

The fix is relatively simple: Widen the path to two lanes for its entire length. That fix will be costly, but not as costly as when the city gets sued for wrongful death.

There's another problem on the same stretch of the Montano bike path. A second path comes up from the ditch parallel to the Montano path. But there's a tall sound barrier wall between them, and a rider on one path can't see a rider on the other side until they suddenly meet. It's a dangerous situation. But all it would take to reduce the possibility of a crash is to reduce the wall's height for a short stretch where the two paths converge.

Third, while I applaud the city and county for its major work on bike trails, I believe the trail system is out of balance. We're rich in north-south trails like Paseo del Bosque, the North Diversion Channel and Tramway Boulevard, but poor in east-west paths. I urge you to put on your bike path wish list three major east-west paths -- one in the north, one in the south and one in between. While I doubt any of them could be nonstop, obviously the fewer stops the better.

In the meantime, you could do bikers a great favor by increasing street sweeping on major routes. Bikers are often forced into traffic because on many streets the shoulders are littered with gravel and debris. Some examples: Montano west of I-25, Broadway south of Rio Bravo and Roy Road west of I-25.

I hope you don't get the wrong impression. I am not complaining about the state of our bike trail system. Let me stress again how happy I am to live in a city where bicycling is a priority. I also know the city and county have many challenges and bike trails and paths are not necessarily at the top of everyone's priority list. But I hope these suggestions

make it onto a list somewhere, and that sometime they might get checked off. Thanks for all your work.

Richard Meadows - There are three or four main east/west trails. There is Paseo del Norte trail, which goes all the way through and the I-40 trail where we need to fix some gaps. In the south, near Rio Bravo there is a trail along the road, but in parts it is just a shoulder.

Rose McCamey - Agrees that the Montaña section of trail is very narrow with bumps and has visibility issues. One challenge traveling east/west on both Paseo and Tramway is stopping at all the lights.

Whitney Phelan - will review the letter and comment on it with GARTC and at the August meeting.

**Public Comment 2 of 2** (Steve Pilon)

Steve Pilon - There's all kinds of gaps all over the place, and you (Dan Majewski) had mentioned to me in an email that you had talked to DMD and you had come up with a list of over 100 gaps. That was a little over a year ago and you haven't made much headway there, as far as addressing all those gaps that we have. In addition, I would just like to say that it would be nice to expand the existing width of the bike trails along Paseo and clearly that is the most popular one, but the maintenance situation throughout the trails system is terrible. There are gaps as wide as my foot that are over a foot and several inches deep, and the first priority needs to be repairing the giant cracks and then doing some kind of regular maintenance to prevent the cracks from progressing as much as they have, and then we need to come up with some kind of coherent plan and come up with a budget request that they implement this over a period of years to complete the bike trails system. There's a great TedX talk by a guy named Peter Firth from North Eastern University where he talks about going about getting designing a comprehensive linked system for the Boston area. I highly recommend it.

Whitney Phelan - It is always helpful to get an email beforehand to review these.

**GABAC Committee Reports & Updates**

None

## **Presentations**

### **Development Process Manual - Terra Reed COA Planning**

In June, the CAO finally signed the update to the development process manual. This is something we've been talking about for a while and a lot of folks have been involved with, and so the new development process manual is in place. The engineering folks at planning are giving a little bit of a grace period for projects that have already started using the old DPM, but for any new projects they'll be using the new development process manual.

For the folks who aren't familiar with this document, this is the city's technical standards for what happens in the right-of-way, so it includes a lot of things about drainage and transportation. It's an extensive document that has all of our guidance on how we design facilities. And so, I just want to highlight, I'm not going to go through the rest of the DPM because it's probably not that interesting to you all, but I will put the link in the chat when I'm done, and focus my presentation on chapter 7, which is the transportation chapter.

Just to highlight a couple of changes to the kind of how we approach transportation in the DPM, the DPM now has a wider reference to national guidance, so it references NACTO which is the National Association of City Transportation Officials the ITE which is the Institute of Technical Engineers, a national engineering organization, AASHTO which is a state highways guidance federal highways, the MUTCD which has kind of always been on main thing that we reference and then I didn't put this on the slide but also ADA and PROWAG which is the update to disability and accessibility guidelines. So the new DPM definitely has a wider range of what it references in terms of national standards. It also points to more local guidance, so it points to the comprehensive plan and there's a lot of standards especially in the transportation chapter that report to centers and corridors.

In the comprehensive plan, there are references to the integrated development ordinance and is much more coordinated with that document, so that our zoning standards and our technical standards kind of go along with each other. It refers to the bikeways and trails facility plan as well as the long-range transportation system and the long-range bikeway system map which are in the MTPs. So, one of the big things that we did throughout all of these updates to our guidance is try to make them talk to each other and reference each other so that there's some coordination among the different transportation and land use documents.

A couple of the big things to highlight are the network connectivity and signal and pedestrian crossing spacing. This update of the DPM gives clear guidance on how often we should have crossings and also what those crossings should look like.

There's a section on pedestrian facilities and bikeways and trails facilities. There is some guidance for traffic calming. And also some regulations for on street parking design guides for on street parking which includes things like reverse angle parking adding bike corrals and on also developing parlets. So those are just a few highlights like 160 pages just in the transportation chapter, but one of the things that I think is really great about this update is that a lot more of the content is put in tables and there's a lot more graphics, so it's easier to read for someone who's not a transportation engineer.

I just want to highlight a couple of tables so this is the street element dimensions table, which kind of gives you an idea of what our streets should look like and how they should be broken down. These are based on both the corridor type, which is a comprehensive plan designation and then also the functional classification of the street, which is that by the long-range roadway system map.

I highlighted the bike lane width and the recommended buffers for bike lanes, but there's also travel lanes, sidewalks, and things like that if you want to check it out. And then another kind of table and graphic that I wanted to highlight focuses on the spacing of roads in the spacing of crossings. So kind of how much space you should have between major roads how much space you should have between signalized pedestrian crossings and then how much space you should have between designated pedestrian crossings, which wouldn't necessarily be signalized but might have a crosswalk.

And so just pointing out that this guidance has a lot more clarity and also recommends more facilities for bikes and pedestrians to make it through the streets in Albuquerque. So obviously, we are not going to retroactively start applying this, but as new projects happen we can use this development process manual to support projects that would bring more crossings or to make a big development that happens to make sure that that adds new infrastructure. It's been a long time coming but I think it's going to help a lot as we move forward on projects.

## **Staff Reports**

### **Municipal Development -**

#### **I-25 Feasibility Study**

- Need to vet recommendations through Admin
- Contract expired, but a new contract is in place with BHI/Aaron Sussman
- Relatively easy to implement recommendations that should have big impact
- GABAC will see report once it has been vetted by Admin; funding in BHI contract for a presentation to GABAC

- CABQ to use gap funding to move forward on one/more of the recommendations from the study (as opposed to using it for Montgomery/I-25)

#### GABAC Gap List

- Also asking Aaron to look at the GABAC list and the recommendations in the BTFP
- Looking specifically at projects that don't require ROW acquisition

#### Bike to Work Day – Sept 22

- Likely won't be a traditional BTWD given ongoing COVID-19 restrictions
- Aaron will be looking at options for a virtual BTWD – will be in touch with GABAC, GARTC, VZ, Active Streets, etc
- CABQ has a lot of the SWAG, as well as new bike maps

#### William Street

- Got the ok to move forward with William as a bike route, but the roadway condition needs repair – working with street maintenance team to find out when repairs might happen
- May be able to use Gap funds

### **Council Services -**

#### Silver Avenue

- Bike Blvd Review at City Council Aug 3 (LUPZ “Do Pass”)
- Presbyterian construction closure update

#### Buena Vista

- Silver to Coal – working on plans w/CNM

#### Indian School

- 60% plans
- WB lane reduction west of University
- Narrowing Lanes east of University to add buffer stripe to bike lane

### **Parks & Recreation -**

- NDC Bridge neck work should start soon – same detour plan as before
- Universe – should start in the next month
- Copper Trail – Waiting on quote
- Sign inventories – let Whitney know if there are places that need better signage
- Osuna Bridge – looking at options
- Alameda Drain Trail – some funding available (90% design). Requested TPTG funds
- Additional lighting projects – will pursue if funding becomes available

## **Planning & Vision Zero -**

### Community Planning Area Assessments

- Council approved order (begin Feb 2021)
- More info: <https://abc-zone.com/community-planning-area-assessments>

### Louisiana Blvd RSA

- July 8-9

### Active Streets Initiative

- Survey: <https://arcg.is/0XX4Pv>
- Next steps

### Shared Active Transportation Program

- Next steps

### Safe Streets Pledge

<https://mailchi.mp/cabq.gov/visionzero>

### NACTO Membership

- Application submitted; interview with NACTO complete

## **Bernalillo County -**

### Bridge Boulevard

- Sidewalks, buffered bike lanes
- Phase I (Tower, Bridge to Goff) – Summer 2020
- Phase II (Young to Riverside Drain) – 90% design

### Other Projects

- Alameda Train Trail Phase II (Montano to Paseo) – under construction
- E. Central PHB – 100% design
- Barcelona Road Phase III – 90% design (bike lanes, sidewalks on north side)
- Frost Rd Trail Extension (Candy Ct to Vallecitos Dr) – 90% design (rural multi-use trail)
- Sunset Rd Phase IV (Neestie Rd to Gonzalez Rd) – 30% design (sidewalks, bike lanes)
- Rio Bravo Gap (2nd St to S Diversion Channel) – 30% design (multi-use trail improvements, matches sidewalk and bicycle lanes with Rio Bravo Blvd and I-25 Interchange project)
- Sunport Blvd (I-25 to Woodward) – 100% design
- Bollard collars (Woodward and Bosque Trail) – removed

6:00 *Motion to adjourn meeting* (Dan Majewski) 2nd (Rose McCamey), Vote – Unanimous

# GABAC

Greater Albuquerque  
Bicycling Advisory Committee

July 13, 2020

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# AGENDA

Note to attendees calling in from a telephone:

- \*6 mute/unmute
- \*9 raise hand

- Welcome + Introductions
- Approval of Agenda + Minutes
- General Announcements
- Public Comment
- Presentation
- Staff Reports
- Discussion / Action Items

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## PRESENTATION:

### Development Process Manual (DPM) Update

Terra Reed, CABQ Planning

### Development Process Manual

- Update signed June 2020
- Available at [this link](#)

### Chapter 7 – Transportation

- National guidance: NACTO, ITE, AASHTO, FHWA, MUTCD
- Local guidance: ABC Comp Plan, IDO, BTFP, LRTS/LRBS (MTP)
- Network connectivity, signal + pedestrian crossing spacing (7-4(A))
- Pedestrian facilities (7-4(E))
- Bikeways + trails (7-4(F))
- Traffic calming (7-4(L))
- On-street parking (7-4(H)) includes reverse angle parking, bike corrals, and parklets

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# PRESENTATION:

## Development Process Manual (DPM) Update

FIGURE 7.2.41 Street Element Dimensions Along Major Roads

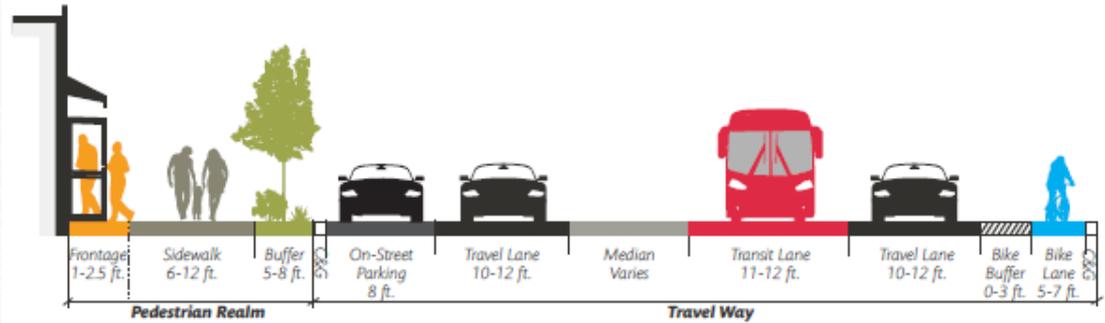


TABLE 7.2.29 Street Element Dimensions

| Corridor Type / Classification | Location                | Design Speed (MPH) | Pedestrian Realm    |                      |                               | Travel Way            |                   |   |
|--------------------------------|-------------------------|--------------------|---------------------|----------------------|-------------------------------|-----------------------|-------------------|---|
|                                |                         |                    | Frontage Zone (ft.) | Sidewalk Width (ft.) | Landscape / Buffer Zone (ft.) | Bike Lane Width (ft.) | Bike Buffer (ft.) | Travel Lane Width (ft.)**                     |
| Premium Transit                | Inside Center           | 30-35              | 1-2.5               | 10-12                | 6-8                           | 6-6.5                 | 0-3               | 10-12   |
|                                | Outside Center          | 35-40              | 1-2.5               | 8-10                 | 6-8                           | 6-7                   | 1.5-3             | 10-12   |
| Major Transit                  | Inside Center           | 30-35              | 1-2.5               | 10-12                | 6-8                           | 5-6.5                 | 0-3               | 10-12   |
|                                | Outside Center          | 35-40              | N/A                 | 6-10                 | 6-8                           | 6-7                   | 1.5-3             | 10-12   |
| Multi-modal                    | Inside Center           | 30-35              | 1-2.5               | 10-12                | 6-8                           | 5-6.5                 | 0-3               | 10-11   |
|                                | Outside Center          | 35-40              | N/A                 | 6-10                 | 6-8                           | 6-7                   | 1.5-3             | 10-11   |
| Commuter                       | Inside Center           | 30-35              | 1-2.5               | 10                   | 6-8                           | 5-6.5                 | 1.5-3             | 10-12   |
|                                | Outside Center          | 40-50              | N/A                 | 6                    | 6-8                           | 6-7                   | 3-5               | 10-12   |
| Main Street                    | Main Street             | 25-30              | 1-2.5               | 10-12                | 6-8                           | 5-6.5                 | 0-3               | 10-11   |
| Other Arterial                 | Inside Center           | 30-35              | 1-2.5               | 10                   | 6-8                           | 5-6.5                 | 0-3               | 10-11   |
|                                | Outside Center          | 35-40              | N/A                 | 6                    | 5-6                           | 6-7                   | 1.5-3             | 10-11   |
| Minor Arterial                 | Inside Center           | 30-35              | 1-2.5               | 10                   | 6-8                           | 5-6.5                 | 0-3               | 10-11   |
|                                | Outside Center          | 35-40              | N/A                 | 6                    | 5-6                           | 6-6.5                 | 1.5-3             | 10-11   |
| Major Collector                | Inside Center           | 25-30              | 1-2.5               | 10                   | 5-6                           | 5                     | 0-3               | 10-11   |
|                                | Outside Center          | 30-35              | N/A                 | 6                    | 5-6                           | 5-6                   | 0-3               | 10-11   |
| Minor Collector                | Inside Center           | 25-30              | 1-2.5               | 10                   | 5-6                           | 5                     | 0-3               | 10-11   |
|                                | Outside Center          | 30-35              | N/A                 | 6                    | 5-6                           | 5-6                   | 0-3               | 10-11   |
| Major Local                    | Inside / Outside Center | 18-30              | 1-2.5 / N/A         | 5                    | 5-6                           | Shared Lane**         |                   | See <a href="#">Part 7-4(J) Local Streets</a> |
| Other Locals                   | Inside / Outside Center | 15-25              | 1-2.5 / N/A         | 5                    | 4-6                           | N/A                   | N/A               |   |

\* Not including the gutter pan.

\*\* Dedicated bicycle infrastructure may be appropriate along some major local roads. In these circumstances, use the design characteristics of a minor collector (inside Center). See [Part 7-4\(J\) Local Streets](#) for more information.

\*\*\* See [Part 7-4\(G\) Public Transit](#) for additional guidance on travel lane widths for roads with transit service.

# PRESENTATION:

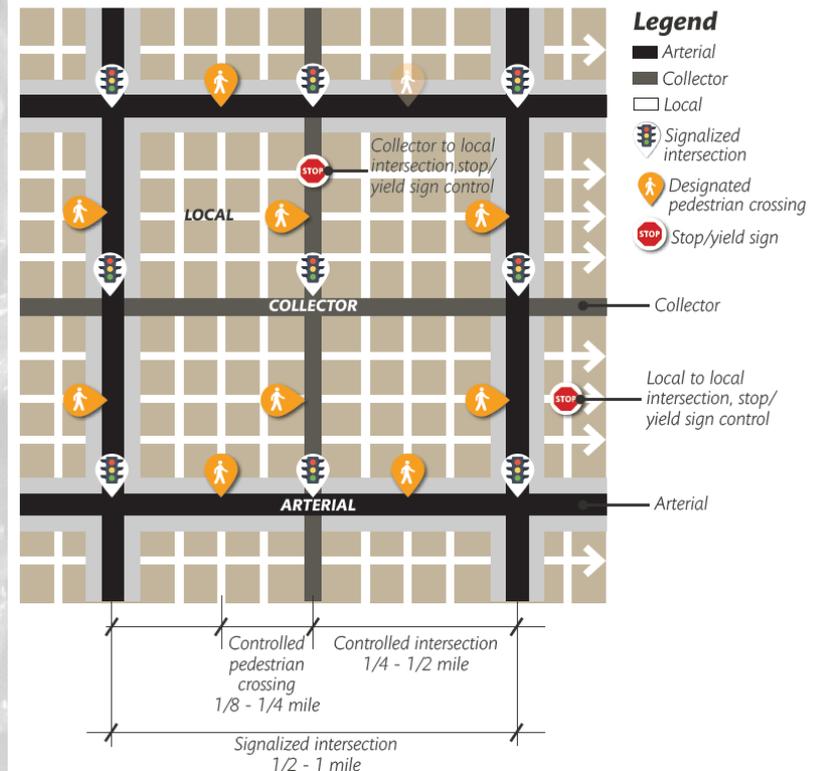
## Development Process Manual (DPM) Update

**TABLE 7.4.41 Characteristics by Location**

| Location                    | Major Road Spacing                     | Block Length      | Signalized Pedestrian Crossing | Designated Pedestrian Crossing |
|-----------------------------|--|-------------------|--------------------------------|--------------------------------|
| Downtown                    | 1,320 ft. - 2,640 ft.<br>(¼ to ½ mile) | 200 ft. - 400 ft. | ≤660 ft.<br>(⅛ mile)           | ≤400 ft.                       |
| Urban Center                | 1,320 ft. - 2,640 ft.<br>(¼ to ½ mile) | 300 ft. - 400 ft. | ≤660 ft.<br>(⅛ mile)           | ≤400 ft.                       |
| Activity Center             | 1,320 ft. - 2,640 ft.<br>(¼ to ½ mile) | 400 ft. - 600 ft. | ≤1,320 ft.<br>(¼ mile)         | ≤600 ft.                       |
| Employment Center           | ≤2,640 ft. (½ mile)                    | ≤800 ft.          | ≤2,640 ft.<br>(½ mile)         | As appropriate*                |
| Village Center              | 1,320 ft. - 2,640 ft.<br>(¼ to ½ mile) | 400 ft. - 600 ft. | ≤1,320<br>(¼ mile)             | ≤600 ft.                       |
| Other Areas / Local Streets | ≤2,640 ft. (½ mile)                    | ≤600 ft.          | ≤2,640ft.<br>(½ mile)          | As appropriate*                |
| Main Street Corridor        | 1,320 ft. - 2,640 ft.<br>(¼ to ½ mile) | 300 ft. - 400 ft. | ≤660 ft.<br>(⅛ mile)           | ≤400 ft.                       |

\* See [Section 7-4\(A\)\(7\)](#) and [FIGURE 7.4.50](#).

**FIGURE 7.4.50 Example Layout: Signalized Intersections & Pedestrian Crossings**



# DEPARTMENT OF MUNICIPAL DEVELOPMENT (DMD)

## **I-25 Feasibility Study**

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- Contract expired, but a new contract is in place with BHI/Aaron Sussman
- Relatively easy to implement recommendations that should have big impact
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## **GABAC Gap List**

- Also asking Aaron to look at the GABAC list and the recommendations in the BTFP
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- Likely won't be a traditional BTWD given ongoing COVID-19 restrictions
- Aaron will be looking at options for a virtual BTWD – will be in touch with GABAC, GARTC, VZ, Active Streets, etc
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## COUNCIL SERVICES

Petra Morris

### Silver Avenue

- Bike Blvd Review at City Council Aug 3 (LUPZ “Do Pass”)
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- 60% plans
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## PARKS + RECREATION

Whitney Phelan +  
Cheryl Somerfeldt

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- Osuna Bridge – looking at options
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# PLANNING + VISION ZERO

Terra Reed

## Community Planning Area Assessments

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- More info: <https://abc-zone.com/community-planning-area-assessments>

## Louisiana Blvd RSA

- July 8-9

## Active Streets Initiative

- Survey: <https://arcg.is/0XX4Pv>
- Next steps

## Shared Active Transportation Program

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## Safe Streets Pledge

- <https://mailchi.mp/cabq.gov/visionzero>

## NACTO Membership

- Application submitted; interview with NACTO complete

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# BERNALILLO COUNTY

Julie Luna

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