



GABAC

**GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE
DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293
ALBUQUERQUE, NM 87103
(505) 768-3658**

Timothy M. Keller, Mayor

**Monday, May 11, 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")
<https://cabq.zoom.us/j/97568480215?pwd=N0lscERMblpVQzhaajQxVnZ1L3VLdz09>

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- Welcome and Introductions**

- Approval of the Agenda**

- Announcements/Administrative**

Meeting Format.....Josef Jansen, DMD

-Please wait until recognized to begin Comment/Questions

-Written Questions/Comments and/or Response may be requested

- Public Comment**

Please use virtual raise hand feature or email comments to jjansen@cabq.gov. Comments are generally limited to two minutes or less.

- GABAC Committee Reports/Updates**

- Staff Reports**

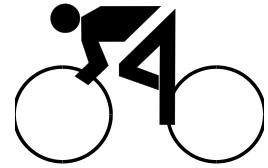
DMD Engineering
APD
Council Services
Parks and Recreation
Planning
Bernalillo County
NMDOT District 3
MRCOG

- **Discussion/Action Item(s)**
- **Adjourn**
- **Next Scheduled GABAC/GARTC Joint Meeting: Tuesday, June 9, 2020**

Members: Dan Majewski (City-SW); Robin Allen (City-At-Large); Josiah Hooten (City-At-Large); Raul S. Chavira (City-NE); Rose McCamey (City-NE); Richard Meadows (EPC); Lanny Tonning (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, **GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE**
Mayor **DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293**
ALBUQUERQUE, NM 87103
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VIRTUAL MEETING MINUTES May 11, 2020

Members Present – Quorum

Dan Majewski
Rose McCamey
Robin Allen
Richard Meadows

Lanny Tonning
Raul Chivara
Josiah Hooten

Staff Present

Josef Jansen, COA DMD
Terra Reed, COA Planning
Tara Cok, MRCOG
Jacob Wolfe, MRCOG
Cheryl Sommerfeldt, COA Parks
Whitney Phelan, COA Parks

Petra Morris, COA Council
Julie Luna, Bernalillo County
Jill Mosher, NMDOT
Margarette Haines, NMDOT

Guests

Peter Rice

Stephen Verchinski

Dan Majewski called the meeting to order

(4:30 pm)

Welcome and Introductions

Approval of the Agenda –

Motion to Approve the Agenda (Dan Majewski), Vote – **Unanimous**

Public Comment

Stephen Verchinski: Mr. Verchinski is running for state rep district 25. He served as the chairperson for the Urban Transportation Planning and Policy Long Range Transportation group that was a citizen advisory group at the Middle Rio Grande Council of Governments (MRCOG) for a couple of years.

Question: Mr. Verchinski stated, it's all fine and well to have the city/county representation of MRCOG there, but the opposite needs to be done and GABAC should be asking MRCOG to reinstate the public involvement committee at MRCOG, so that we don't see projects go forward without input at that level, because a lot of them are happening quickly. For example, Loop roads that are now the NW Loop Road. We have no clue as far as how it is going to be integrated with the bicycle plan and if it should even be moving forward, because it takes away resources from the rest of the city. Stephen Verchinski restated that the public involvement committee should be brought back as soon as possible so that you don't get ART projects again.

Tara Cok: Scott Key and Ed Gerety were attending on behalf of GABA, but a new representative is needed. Also, MRCOG is in the process of reforming a Community Engagement Committee that will replace the former Public Involvement Committee.

Stephen Verchinski: Federal Government allows for this to be done and the question still is, why hasn't it been broadcast to the general public that this is a citizen's advisory group. Not sure what the membership is, but when he was there it was close to 100 people who were members and there would be anywhere from 50-60 people at a given meeting monthly.

Tara Cok: The first meeting has not occurred yet, and staff is working on forming a committee this week. They will be spreading the word and are happy to answer questions.

Dan Majewski: Request for a GABC member to volunteer as a member of the Active Transportation Committee. If interested, please let Dan or Tara know.

Public Comment

Patrick Burton: Emailed public comment. I have a suggestion for the GABC to consider about following the example of other cities in deploying slow or open streets for bicycling during the pandemic. I think slow streets are an excellent idea, and need to add to the city's network of bike lanes to improve transportation. In case I am unable to discuss it during the public comments section during Monday's meeting, I have attached a summary.

Dan Majewski: Regarding major cities not necessarily closing public streets, but restricting them to automobile traffic, and opening them up to walking and bicycling traffic as a means of providing more options for people to safely social distance while recreating outside. Here in Albuquerque it is a different situation. It is lower density in terms of the need for outdoor space, but we can benefit from doing these temporary interventions, not just to help people recreate, but also to support local businesses. City Council has talked about converting parking lots into outdoor dining areas. Interested in making a motion that encourages the city of Albuquerque in doing this.

Whitney Phelan: When rehabbing the Bosque path, there were a couple of requests from Scott Key and others about closing Tingley Dr. The project needed to move quickly due to migratory birds and there wasn't adequate time to figure out closing the road. Parks is now in the process of brainstorming what decisions they want to request from decision makers.

Dan Majewski: A location that stands out is Central Ave. between 2nd and 6th, because it gets closed all the time. There are also a lot of businesses in that area that will need outdoor seating if they want to reopen in any way or form. This is where to look first in terms of lowest hanging fruit.

Terra Reed: Another location to consider is Gold St. between 2nd and 5th. One of the hard things for places along Central is that if they serve alcohol, they won't be able to extend their liquor licenses into the street from a statewide perspective. It will be most effective for businesses that are less reliant on their liquor licenses.

Petra Morris: Before closing streets be sure to check with businesses. Some of them are using the onsite parking in front of their businesses for curbside pickup, so if the roadway were closed, they might be very concerned about seeing a decrease in curbside pickup activity. Especially if people are already reluctant to come out. It might be something to think through if one or some

of the lanes are closed so vehicles can still get through, where there is more outdoor space rather than completely closing the road.

Motion for The City of Albuquerque to look into figuring out how to temporarily restrict vehicle access to certain areas in order to support social distancing, outdoor recreation, and economic development.

Motion to Approve (Dan Majewski),
2nd (Rose McCamey), Vote – Unanimous

GABAC Committee Reports & Updates

Richard Meadows: Complete Streets Maintenance Review Committee. This committee met about a month ago and looked with DMD at dozens of streets that need resurfacing or restriping. Projects are summarized by treatments or actions recommended.

Narrow driving lanes and widen bike lanes. Projects include Ellison, Rio Grande, and Matthew. These were all good outcomes.

Reduce driving lane widths. No bike lanes were provided, but reducing widths allowed for some traffic calming. Example south 2nd St. recommends turning this into a construction project including shoulders that would later become bike lanes.

Reduce driving lanes and increase parking width. Example Gonzales Rd. parking was increased 1'.

Remove the center stripe - no bike lanes. Lower volume traffic streets where there was no need for a center turn lane. Removing the center lane encourages people to slow down.

Dan Majewski: Specifically, curious about Central between Eubank and Juan Tabo. It says that it requires Council approval and a traffic study. Do you have any additional information, or has discussion started with Council?

Richard Meadows: That's an example where there is a repaving/restriping project in the hopper and we felt like this is an example where you don't need 6 travel lanes and you can convert 2 of those lanes to buffered bike lanes or parking. Unfortunately, it will require a traffic study.

Assistants for Councilors Davis and Harris will talk about considering a road diet in this area. It looks like a traffic study might be considered in Davis' area.

Terra Reed: Councilor Davis is moving forward with a traffic study between Louisiana and Wyoming. There was no mention of Councilor Harris doing a study. There is a hope for eastward momentum if Councilor Davis takes the initiative. For now, since repaving had already begun, the committee opted to leave the striping as is with the knowledge that there might be bigger projects on east Central.

Terra Reed: There may be some benefit to a motion in support of encouraging Councilor Harris to look and to extend the study that Councilor Davis is doing, or to do a partner study with it. The striping will probably happen before anyone can do anything with it, which is part of the problem. This is a bigger conversation anyway and there will need to be another conversation about potentially extending the ART busses all the way up Central, extending center lane running busses or potentially right lane bus only lanes, which will need to be part of a bigger more comprehensive thing. The repaving/restriping for now is an as is thing, but the potential for a more comprehensive project is there. Members of GABAC may want to send a message to the councilor further east.

Petra Morris: Weighing in on the Central conversation and holding off on a motion. Would you like Shanna Schultz to provide an update at the next GABAC meeting on where those conversations are? Shanna was having follow up conversations with councilors for the two districts.

Richard: This was difficult. 4th is a route on the long range, but there is no room for lanes.
Terra: This isn't a hospitable location for bikes and we prefer they use the Alameda Drain Trail. It isn't somewhere we want bikes, but we need to make it hospitable to bikes. Idea is to stripe in on-street parking and visually narrow it with indicators for people to watch for bikes. The goal isn't to change it but refresh it.

Richard: This was the 1st time attending these meetings. It was positive, we asked for more and were able to get it in some cases. Examples are a couple of streets where the bike lanes were not going to be continuous, but we were able to find ways to make the bikeways continuous throughout the corridor.

Motion (Dan Majewski), *For the City of Albuquerque to explore reducing automobile lanes on Central Avenue between Louisiana and Tramway.*

2nd (Raul Chavira), Vote – Unanimous

Staff Reports

Municipal Development - Working on construction contracts for the North Diversion Channel notch (expected to end sometime after the AMAFCA moratorium ends on October 1st). Also working on contracts for the roundabout at 12th and Menaul.

Comments were included on the 2020 Bike Map. This will arrive this week.

William & Pacific bike route - Councilor Benton will fund the project, and DMD will draft a design and cost estimate.

I-25 Accessibility Study is complete. It needs to be approved by the administration before distribution.

Council Services - Silver Avenue Bicycle Boulevard Review. The final document is available on the website. Also included are the background, slides from the GABAC and public meetings, Petra Morris and Dianne Dolan's contact information, and maps of the area. This report focused on Yale west and looked at connection issues, signage improvements, roadway markings. Suggestions include two big connectors under I-25 and over the railroad tracks, as well as general improvements and mini roundabouts at 14th @ Park and 14th @ Roma. The review will be going to the next scheduled Land Use Zoning and Planning Committee (LUPZ) June 10th. Council would like a recommendation from GABAC to be shared at LUPZ.

Buena Vista Bike Blvd. Petra is working with Paula Dodge-Kwan on design and cost, which will then be shared with CNM to help fund the project.

Parks & Recreation - Patched fire damage south of Tingley Beach. Explosion proof lights installed in the Eubank Trail tunnel with a diamond mesh cage and plexiglass. Other lights on Carlisle and any other future installations will be a completely diamond mesh cage and the glass will be replaced with lexan. Faux cameras were also installed with diamond mesh and motion detection lights. Currently waiting on a quote for the lights in the Louisiana tunnel near Jerry Cline. Also waiting for quotes and right of way for solar lights on I-40 trail between 12th and Rio Grande.

Brushed concrete and new asphalt installed on the Bosque trail near Central and Tingley heading south. Getting pricing to mill the Ventana Ranch trail and continue the rest of the trail at a later time. A public meeting was held for the Copper trail with the south Los Altos neighborhood association. Construction should begin in June.

Alameda drain trail is waiting on funding. The public opted for a bare bones trail with no landscaping on the first phase. Property conflicts are currently being evaluated. North Diversion Channel bridges will hire a new on-call to install plates and grip tape to each bridge transition. I-25 Osuna/ San Mateo Bridge, Rose will send photos to Whitney.

1:27:52

Planning - City administration is looking at rescheduling Bike to Work Day to coincide with the national Bike to Work Day in September. Issues with the Development Process Manual are hopefully resolved and it should be approved by the CAO by the next month. Vision Zero gained new support from the communications team in the Mayor's office with the possibility of on the street engagement. The Vision Zero was also updated with an Albuquerque Safe Streets Pledge. -Question from Stephen Verchensky - Since you're working on the longer idea of the city and what's going to happen, I just want to go and put forward that the cost of asphalt has virtually doubled in the last decade and will probably double again. So, there should be some real big concerns in regard with how our development standards are for roadway networks, and whether

or not we should be going back to making skinny streets throughout most neighborhoods rather than continually repaving to the same old standards that called for much larger roadways that allowed a 53' truck down a regular residential street. We should look at the Netherlands and the study done by CROW and see what portions of that needs full adoption, because they not only engineered, but they also took a look at all the ramifications such as sight lines, sight distances, and roadway speeds. This is the most comprehensive work done and it is almost now 3 decades old, but it is still relevant. We shouldn't be held hostage to the asphalt industry where the cost of it is skyrocketing. We have another 15 years left if we kept on tracking in terms of the asphalt production and then after that we won't know what we would be doing, so I caution you to look for the generations down the road from us.

Bernalillo County - Phase II of the Alameda drain trail is under construction between Osuna extending north to Paseo del Norte. Julie will send an email reminder about the missing bollards near Woodward.

NMDOT - I-25 @ Montgomery project is moving forward. The value engineering was at 30%, but there were going to be some major issues if Comanche was not included. NMDOT is working on getting that large scope added to this project. Hopefully they will be able to present next month regarding the project.

-The closure of the I-25 Martin Luther King off-ramp is at 90% design and not yet funded.
-Currently conducting access management plans for a few corridors. One is NM500 Rio Bravo/Dennis Chavez. The other is NM47 Broadway from I-25 to Woodward. Working on finalizing these within the next 2 months. Identifying where access points should be, consolidate those where they can. That reduces conflict to anyone on those roadways, so it will serve as a planning document. NMDOT worked with Bernalillo county on this and are working on identifying the future roadway network where potential signals could be in the future and where full or partial access points would be. It will be finalized soon and will serve as a good guide for developments and anything that is coming to those roadways for access.

-Last year south Coors was re-striped with narrower lanes and left a 3' shoulder on either side. This was done to create an area if a bicycle is in that area and to reduce speeds. Signal timing is being tested with a trial run at the Osuna San Mateo intersection with protected left hand turns. It may change to protected lefts at peak hours and permissive at all other times.

-Development changes include a request for the old K-mart lot on Carlisle and I-40 to add a bike lane along the frontage of their property starting at Indian School.

NM500 Dennis Chavez, a large development on the south will add the 4th leg of the signalized intersection NM00 @ 98th St. with a request for bike real-estate at the signalized intersections. There will be a 5' area for bikes to stage. The same improvements are requested at NM500 @ Unser.

-El Pueblo - trying to get right of way maps, because of issues trying to cross the dead spur and tying in. There is no design team yet due to position vacancies. Will look at

assigning it to an on-call depending when the right of way maps are received from property management along El Pueblo.

-Tramway - pavement preservation milling out old pavement and installing new from Central to Montgomery. Also restriping allows bike lanes through at the intersections. Currently looking at hiring a consultant to look at the Tramway arch pedestrian bridges. Minor improvements include repairing decking, filling cracks, and sealing timber.

MRCOG - Update on bike share, vendors suspended service and expansion plans through Covid-19 for all of Zagster. Planning with the city for what to do when the contract is up in September and what to do with micro mobility.

-The Long Range Transportation Plan was adopted and is now shifting into the implementation phase.

Roadway	Comments from 3/26 Meeting in blue text Comments from 4/1 meeting in purple text Comments from 4/6 meeting in red text	Follow-up information
2 nd street between Woodward to City Limits	-RM: this segment was a part of a multimodal transpo study that Clr Benton did that identified the need to make this a Complete Street. County is rebuilding woodward and 2 nd street in the same area SS: Talk to Clr Benton's office about existing transpo study MG: Reduce driving lanes to 11 feet? Currently proposed at 12 feet currently. DMD agrees 11 feet is acceptable.	Shanna reached out to Councilor Benton's office, who was not aware of any existing City-sponsored transportation study on this segment
4 th Street between D. MacArthur Road to Arvada Ave	PM: can parking spaces be delineated? DMD: Consultant will look at striping in the parking Terra: North of I40 is high on the HFIN map TB: Can add sharrows or signage however signs are over-used and not always effective, can easily become visual clutter / become a part of the background. Tim B to work with Terra R about improvements to the bike facility, will report back. RM: Consider taking 4 th street off the bike map as a route if we want to discourage people to use it	
Academy Road between Eubank and Lowell Street	RM: Look at widening the street and narrowing the median to add bicycle lanes per the bike plan Terra R: Roadway should be larger in scope to make it more sensible to pursue larger improvements. Corridor as proposed should be expanded	
Alamosa Neighborhood 62 nd , 61 st , 60 th , 59 th , Gwin Rd	59 th – DMD to add signs to 59 th to identify it as a bike route	
Central Avenue between Eubank to Juan Tabo	TR: Scope of project makes it hard to do anything. This is one of the most dangerous portions of Central. May require a standalone project. SS and TM to work with Councilors in area regarding larger-scoped projects (long-term goal)	

	<p>RM: There was a road diet study for this portion at some point we should look at that (SS to look into)</p> <p>TM:</p> <p>DH: Rehab scheduled in April, done in Mid-may. Striping to happen after</p> <p>Overall: Proceed as-is, talk with D6 and D9 about getting a bigger study.</p>	
Christine Street between Candelaria Rd and Aztec Rd	Local street, no discussion	
Churchill Road between 57 th and Old Coors	Decision: Can narrow 11 foot driving lanes to 10 and add another foot to the parking lanes to better protect cyclists from opening doors. Remove center stripe (not there now, and not needed).	
Ellison Drive between Cibola Loop to West Cibola Loop	Decision: Narrow driving lanes down from 12 to 11 feet and make the bike lane 5 feet with a 3 foot buffer. There will have to be a transition from facilities to east and west.	
Eucariz Road between 82 nd Street to Aztec Road	No comments, local street	
General [redacted] Somervell Street btwn [redacted] Copper Ave and Central Ave	No comments, local street	
Golden Ave between Dellyne and Montano	Discussion about center striping. Decision: Keep center stripe because it's a collector.	

Gonzales Road between Coors and Old Coors	<p>Decision: Change from 12-foot lanes to 11-foot lanes and add the extra foot to the parking lane.</p> <p>DMD to confirm if there are existing bicycle route signs on the corridor</p>	
Gun Club road between Coors Blvd and [redacted] Southfield Rd	<p>Proposed bike lane on the long range bike map. Can't accommodate a bike lane without widening the road – outside of the scope of a regular maintenance project.</p> <p>There's a transit route on this roadway</p>	Talk to Councilor Pena to make a project
Harper between Frontage Road and McKinney Dr	<p>This segment is a part of the NTMP program right now - make sure we're not duplicating efforts.</p> <p>TR: Why is the buffer on north side? Answer: To protect cyclists from car doors opening. Parking lane on north side is more necessary than parking on the south side because homes on the north side have driveways that face the roadway</p> <p>Note: Cars park along southwest side of mckinney and harper. Unclear if it's currently a parking lane or bike lane</p> <p>Consultant to look at intersection of mckinney and harper and implication of removing parking lane to add bike lane.</p>	
Indian School between Rio Grande and 17th	<p>This is not the most recent layout for this roadway.</p>	
Juan Tabo between [redacted] Comanche and Montgomery	<p>Paving is already finished. Striping to go in as-is</p>	
Louisiana between [redacted] Montgomery and Osuna	<p>No comments</p>	
Matthew [redacted] between Rio Grande and San Isidro	<p>Q: Can delineators can be added? There is a long history of people parking on the street adjacent to the co-op. A physical barrier may be necessary here.</p> <p>ML: DMD can look into adding delineators</p>	

	Petra: Co-op employees use the on-street parking currently and have been discouraged to park in the on-site parking lot.	
Morris between Menaul and Candelaria	<p>ST: We are probably going to have to give another foot to the parking lane because a 5 foot lane, even with the gutter pan, is still too small</p> <p>TR: Can the centerline be removed? DMD: Can look at removing the centerline</p> <p>ML: Funding + staffing for delineators is not in DMDs budget. Bigger discussion needed between DMD/Admin and Council about funding mechanisms for delineators needs to occur.</p> <p>SS to follow-up with staff on how to fund and maintain delineators long-term</p> <p>Andrew: Talk to DOT about delineators, they have a more permanent type they use that requires less maintenance</p>	
Paradise between Jerusalem Street and Justin Dr	<p>ROW is incredibly variable across the corridor – this is why sometimes the TWTL is 10 feet in places, and 17 feet in others. Driving lanes can go down to 10.5 feet. 10 is not recommended because it's a heavy truck route.</p> <p>Savannah: Will look at maintaining a 6ft bike lane through the entire stretch and will put back puppy tracks at Paradise and Madeline Dr</p>	
Parkland Hills Neighborhood	Kathryn: Stripe in parking on at least one side as roadway (consistent with what's there now). Remove center stripe.	
Pennsylvania between [redacted] Montgomery and Osuna	<p>Create a bicycle lane in between the driving lanes for cyclists going left. Cyclists going right would use a shared turning lane. Cyclists would use the bike lane between the driving lanes to access the trail on the other side of Osuna or to go left onto Osuna</p> <p>DMD to look at both options Add left-only striping to the left lane at Pennsylvania and Osuna.</p> <p>DMD to look at reducing turning lane at Osuna to 10 feet, add extra foot to bike lane if possible</p>	
Pennsylvania between [redacted]	Center turn lane is important because of access to the school, but may not be necessary along the entire corridor.	The TWTL will be removed north of the arroyo to allow for full-sized bike lanes and buffers. Delineators will be

Candelaria and Comanche	<p>SS to set up meeting with Councilor and DMD ASAP regarding dropping the TWTL for most of the corridor (but not in front of the school) – Invite Tim and Paula and Terra and Tom</p> <p>Removing bike lanes would disrupt the existing system on stretches on Pennsylvania outside of this particular corridor</p> <p>Not a lot of North/South opportunities for cyclists in this area, this is an important connection.</p> <p>Project is scheduled to happen in April/May timeframe</p> <p>Bike buffer won't be hatched as shown in drawings – DMD doesn't hatch buffers that are less than 3ft in width</p>	added on the west side of Dellwood and Pennsylvania to prohibit southbound traffic from veering into the bike lane to bypass cars waiting to make a left turn.
Ridgecrest Various Streets	No change – consider reducing pavement width in general for easier pedestrian crossing, which would fall outside of the scope of this maintenance.	
Rio Grande between Central and I-40	<p>SS to talk to follow up with Clr Benton about Transit's concerns with 10ft driving lanes</p> <p>Crosswalk at Bellamah and Rio Grande, at the southern piece of intersection? DMD: Would require a curb cut on the northern end and is outside of the scope of street maintenance, however the crosswalk and temporary RPMs are a part of a separate project that Tim is working on, will follow after regular street maintenance is complete</p> <p>NB bike lane ends abruptly before the Starbucks @ I-40. DMD will extend and add puppy tracks to be consistent with what is there now</p> <p>Q: Signage about where SB bicyclists should go once bike lane ends at Mountain Road? Potential signage to direct people to Romero Street?</p> <p>Idea: Copenhagen left for southbound bicycles at Mountain?</p> <p>Tim/Dave/Melissa to discuss logistics – bike loop, thermoplastic, etc.</p>	
San Pedro between Gibson and Kathryn	Create a shared 13' bike lane/right turn lane, which will leave 1 foot to add to the through lane to get it to a reasonable size for busses. Recommend not adding sharrows to this shared lane but rather the hatched option that MUTCD offers instead.	

	Southbound lanes near Gibson intersection: DMD to look at splitting the right turn lane and through lane further north to accommodate the idling bus, per Andrew de Garmo's notes. Take 2 feet from the center turnlane and add to bikelanes where the 12 ft TWTL exists	
San Pedro between San Francisco and Paseo del Norte	Note: 4' bike lanes aren't desirable, but there are no other options given the limited ROW	
South Broadway Various	No comments, other than Edith is an existing (and utilized!) bike route.	
Southern between Louisiana and Utah	<p>Take double yellow out of eastern section</p> <p>Either add sharrows to driving lanes or mark the parking lanes with paint and/or signage</p> <p>DMD to narrow the driving lanes by adding a double-white to the parking lanes.</p> <p>DMD notes that shared facilities like this should be a minimum of 13 feet – the lanes are at 12 without any additional narrowing.</p> <p>Note: Existing crosswalks will be refreshed during all 2020 maintenance projects</p>	
Standfier Court between Gunclub Rd and the end of cul-de-sac	Local road, currently dirt road. No comments.	
Sunport Pl between Woodward and Woodward	DMD to take out center yellow stripe	
Transport Street between	Remove center yellow stripe and increase parking lanes to 7 feet on Flightway Ave. Transport street has recently been updated with sharrows and signage – this configuration will be	

Woodward and University Blvd	maintained after pavement and is not currently reflected on the aerial provided.	
W. Cibola Loop between Ellison Dr to transit entrance	No comments	
Woodward between Sunport Blvd and University	DMD will remove center yellow stripe	

2020 Complete Streets Review Committee – Resurfacing, Restriping Projects		
Recommended Actions	Streets	Comments
1 Narrow driving lanes, widen bike lanes	<ul style="list-style-type: none"> Ellison between West and East Cibola Loop Rio Grande between Mountain and I-40 Matthew between Rio Grande and 12th St 	<ul style="list-style-type: none"> Driving lane: 12 ft to 11 ft; Bike lane: 4 ft to 5 ft with 3 ft buffer Driving lane: 12 ft to 10 ft; TWTL: 11 ft; Bike lanes: 5 ft; Transit prefers 11 ft lanes; Add signage for SB bikes turning left at Mountain; future crosswalk projects at Hollywood, Bellamah Add delineators at right turn; cross walk on both sides of Rio Grande intersection
2 Reduce driving lane width, no bike lanes	<ul style="list-style-type: none"> South 2nd St SW 	<ul style="list-style-type: none"> Recommend a construction project to add shoulders for bike lanes per SVMM study
3 Reduce driving lane width, widen parking lane	<ul style="list-style-type: none"> Gonzales Rd between Coors and Old Coors 	<ul style="list-style-type: none"> Driving lane: 12 ft to 11 ft; Parking lane: Add 1 ft
4 Remove center stripe, no bike lane	<ul style="list-style-type: none"> Morris between Menaul and Candelaria Kathryn in Parkland Hills neighborhood Southern between Louisiana and Utah Sunport Pl between Woodward and Woodward Transport Pl between Woodward and University Woodward between Sunport and University 	<ul style="list-style-type: none"> Stripe parking on one side Parking on two sides Widen parking lane; connect to trail
5 Reduce width center turn lane, widen bike lane	<ul style="list-style-type: none"> Paradise between Jerusalem and Justin San Pedro between Gibson and Kathryn 	<ul style="list-style-type: none"> TWTL variable width, maintain continuous 6 ft bike lane along corridor Reduce TWTL from 12 ft to 10 ft; widen bike lanes to 5 ft
6 Remove center turn lane, add bike lanes	<ul style="list-style-type: none"> Pennsylvania between Candelaria and Comanche 	<ul style="list-style-type: none"> Except at school; maintain continuous 5 ft bike line along corridor
7 Bike lanes and turn lanes conflict	<ul style="list-style-type: none"> Pennsylvania between Montgomery and Osuna San Pedro between Gibson and Kathryn 	<ul style="list-style-type: none"> Locate bike lane between travel lane and turn lane Create shared turn lane and dashed bike lane
8 Create a road diet project to add bike lanes	<ul style="list-style-type: none"> Central Ave between Eubank and Juan Tabo 	<ul style="list-style-type: none"> Requires Councilor approval; conduct a traffic study
9 Create construction project to build bike lanes	<ul style="list-style-type: none"> Academy between Eubank and Lowell Gun Club Rd between Coors and Southfield See South 2nd St above 	<ul style="list-style-type: none"> Narrow median to add bike lanes Gun Club on LRBS and has transit; recommend shoulder project to Councilor South 2nd St on LRBS
10 Add sharrows and/or signage	<ul style="list-style-type: none"> North 4th St NW bike route Alamosa Neighborhood 	<ul style="list-style-type: none"> Should 4th St NW be removed from LRBS; parallel route on Alameda Drain Trail
11 No changes, local streets	<ul style="list-style-type: none"> Christine St Euchariz Rd General Somervell Ridgecrest Stadfier Court between Gun Club and cul-de-sac 	
12 No comments, no changes recommended	<ul style="list-style-type: none"> Louisiana between Montgomery and Osuna Juan Tabo between Comanche and Montgomery San Pedro between San Francisco and PDN South Broadway West Cibola Loop between Ellison and Transit 	

Connections 2040 MTP Approval

MRMPO is pleased to announce that on **Friday, April 17th, the Metropolitan Transportation Board unanimously approved Connections 2040 Metropolitan Transportation Plan.** This is now the official guiding document for long-range transportation planning for the next 5 years. It comes with a new fiscally constrained **Transportation Project List** (Appendix A), as well as an unfunded **Illustrative Project List** (Appendix B), and a new **2040 Socioeconomic Forecast** (summarized in Chapter 2 and available upon request). We also have a new **Executive Summary** that describes the highlights of the plan so please check that out as well. The final plan can be found at the following link: <https://www.mrcog-nm.gov/264/Long-Range-Plan-MTP>

Census Training Webinar

UNM Data Bank is partnering with the Census Bureau to provide New Mexico's data community with a webinar about how to navigate Data.census.gov. Data.census.gov is the Census Bureau's new data mining tool that has replaced American FactFinder. The session will cover tips for accessing census data and tips as well as the mapping feature to access key data for small geographies such as census tracts. **The webinar is Wednesday, May 13th at 11:00 MST.** There are limited spots so sign up soon. Please forward this invitation out to the data guru in your organization or join us yourself. Register at the following link:

<https://www.eventbrite.com/e/the-new-data-tool-datacensusgov-tickets-100205581592>

PaceABQ Bikeshare by Rio Metro

Service has been suspended through the COVID-19 emergency measures. Bikeshare expansion is also temporarily on hold. Details can be found at the following link:

<https://www.riometro.org/260/Bike-Share>

GABAC

Greater Albuquerque
Bicycling Advisory Committee

May 11, 2020

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DEPARTMENT OF MUNICIPAL DEVELOPMENT (DMD)

Working on construction contracts for:

- NDC @ Indian School
(expected to begin sometime
after the AMAFCA moratorium
ends on October 1)
- 12th and Menaul roundabout

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COUNCIL SERVICES

Silver Avenue Review:

- Report emailed to GABAC, neighborhoods, and Silver Ave email list (i.e. people who attended meetings or emailed about the project) in mid-February.
- A resolution (R-20-28) adopting this was introduced and it has been referred to LUPZ, the next scheduled LUPZ hearing is June 10th.
- Website:
<https://www.cabq.gov/council/find-your-councilor/district-2/projects-planning-efforts-district-2/silver-avenue-bicycle-boulevard-review-yale-boulevard-to-paseo-delbosque-trail>

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