



Tim Keller, Mayor

# Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 14, 2022 | 4:00 – 6:00 PM



Meeting will be held virtually.

Due to current public health considerations, no in-person option will be provided this month.

Zoom meetings will be recorded for notetaking purposes.

\*6 mute/unmute | \*9 raise/lower hand

**Zoom Info:** <https://cabq.zoom.us/j/85620858548>

**Join by Phone:** +1 346 248 7799 (\*6 mute/unmute | \*9 raise/lower hand)

**ID:** 856 2085 8548

- **Welcome and Introductions**

[ ] Ryan Mast (Vice Chair)  
NE Quadrant

[ ] Dr. Naomi George  
SE Quadrant

[ ] Dan Jensen  
NW Quadrant

[ ] Nevarez Encinias  
SW Quadrant

[ ] Richard Meadows (Chair)  
Pedestrians + Transit Users

[ ] Josiah Hooten  
Bicyclists

[ ] Vacant  
Represent individuals  
w/a Disability

[ ] Aaron Hill  
Youth (Under 24)

[ ] Lanny Toning  
Older Adults (over 60)

- **Approval of November 14, 2022 Meeting Agenda**

- **Approval of October 17, 2022 Meeting Minutes**

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please email comments to Valerie Hermanson ([vhermanson@cabq.gov](mailto:vhermanson@cabq.gov)) prior to the meeting or use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

- **Discussion / Action Items**

- Galbadon Rd NW & I-40 Trail safety concerns (motion at May 9, 2022 meeting to keep this item on the agenda until a resolution is completed)

**Presentations**

- **McMahon Blvd Widening from Kayenta St. to Rockcliff Dr.** – Bridgette Garrett, Department of Municipal Development, City of Albuquerque
- **Introduction to Louisiana Blvd Vision Zero project** – Valerie Hermanson, Department of Municipal Development, City of Albuquerque

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 14, 2022 | 4:00 – 6:00 PM



- **Staff Reports**

- Municipal Development (DMD)
  - Engineering
  - Vision Zero
- Council Services
- Parks and Recreation
- Planning
- ABQ RIDE
- Bernalillo County
- MRCOG
- NMDOT District 3

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)  
Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Next Meeting:** December 12, 2022, 4 – 6 pm
- **Adjourn**

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 14, 2022 | 4:00 – 6:00 PM



### **Committee Members Present**

Richard Meadows (Chair)  
Dan Jensen  
Dr. Naomi George  
Ryan Mast (Vice Chair)  
Nevarez (Navy) Encinias

### **Committee Members Absent**

Josiah Hooten  
Aaron Hill  
Lanny Tanning

### **Staff Members Present**

Carrie Barkhurst (ABQ RIDE)  
Tim Brown (DMD)  
Tara Cok (MRCOG)  
Bridgette Garrett (DMD)  
Valerie Hermanson (DMD)  
Chris Milner (TYLin)  
Jill Mosher (NMDOT District 3)  
Albert Lee (Sustainability)  
Julie Luna (Bernalillo County)  
Jenae Robertson (TYLin)  
Cheryl Somerfeldt (Parks and Rec)  
Seth Tinkle (Planning)

### **Visitors Present**

Katrina Arndt (BIKE ABQ)  
Luis Colunga (Together for Brothers)  
Clare Haley (BHI)  
Sayid Hossaini (Together for Brothers)  
Scot Key  
Steve Pilon (Bike ABQ)  
Peter Rice (Downtown ABQ News)  
Chris Rosol (AECOM)  
Omar Villezcas (Together for Brothers)

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 14, 2022 | 4:00 – 6:00 PM



**Ryan Mast called the meeting to order at 4:04 pm while Richard Meadows fixed audio issues.**

### **Approval of November Meeting Agenda**

Dan Jensen (*motion*); Ryan Mast (*second*) - *approved unanimously*

### **Approval of October Meeting Minutes**

Dan Jensen has a correction from page 9 of the October Meeting Minutes of what he stated. He wants it to read “When accidents happen on a multiuse trail and someone calls 911, police are **NOT** automatically dispatched.” Dan Jensen moves to amend those minutes.

Dan Jensen (*motion to amend*); Ryan Mast (*second to amend*) – *approved to amend unanimously*

Dan Jensen (*motion to approve the amended meeting minutes*); Ryan Mast (*second to approved the amended meeting minutes*) – *approved meeting minutes unanimously*

### **Public Comments** (2-minute limit per audience member)

- Carrie Barkhurst: ABQ RIDE is doing a feasibility study to build a new park and ride in the SW quadrant of Albuquerque. They are having a public meeting tomorrow from 6-7pm online.
- Scot Key: Appreciates the improved quality of the meeting minutes and other information found on the GAATC webpage. Easier to catch up since he’s missed out on stuff. Feels like he’s seeing more pedestrian focus with the change to GAATC from GABAC and it’s also appreciated. For example, the presentation on the positive safety impact of ART on Central Ave. by Dr. Ferenchak was great. Also looking forward to today’s Louisiana Blvd. Vision Zero presentation from a pedestrian perspective. The ratio of cycling to pedestrian concerns being discussed is still not quite equitable and knows it’s a challenge due to relative numbers of cycling and pedestrian advocates and how much more free time many older cyclists like him have to show up at meeting like this. That lack of equity shows up in examples we already think about. For example, complete streets is focused on striping instead of ADA compliant sidewalks and other things that would really make streets complete.
- Other topics we tend not to think about in terms of pedestrian or pedestrian transit concerns is the discussion about MLK and Elm, and right turns that hook people going downhill on bicycles. It strikes him that it’s also a bus stop.
- Getting back to the ART impact on safety study, safety of Central through Nob Hill has improved as studies show. While farther east on Central, east of the ART construction area conditions are even more dangerous than before. One wonders if the transition from the relatively slower speed set up by ART to the wide open strode conditions through east Central haven’t hurt and making things worse. That sense aside we now have both the ART safety study and the 2020 essential studies which he found on the GAATC webpage, yet the high number of pedestrians killed and severely injured on Central at and east of Louisiana goes on and on and on.

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 14, 2022 | 4:00 – 6:00 PM



A significant transformation something as dramatic as has been the ART construction probably has to happen on east Central. Wonders if HAWK signals and other planned changes are Band-Aids. The folks walking in the International District area of Central deserve the same level of safety as that found through Nob Hill.

- Richard Meadows: We are trying to focus more on pedestrian and transit issues as well as bike issues.
- Dan Jensen: Following up on Scot Key's comments about complete streets and ADA. Dan's recent stint in a wheelchair because of an injury sustained on the Alameda Open Space access trail has shown him that even with ADA compliance it is very difficult to get around in a wheelchair. Anything we can do to make our streets more pedestrian and mobility impaired friendly is certainly welcome.
- **Discussion / Action Items**
  - Galbadon Rd NW & I-40 Trail safety concerns (motion at May 9, 2022 meeting to keep this item on the agenda until a resolution is completed)
    - Julie Luna: Same comment as before. Haven't had any new news. Visited the site this past week and it was good to see that the signage for the crossing was up. Put in a 311 request because there was some overgrown trees impeding the view of some of the signage. In terms of a permanent speed hump has yet to get completed.
    - Dan Jensen: You said the signage is up? Does that mean that they put in some improved signage as Richard indicated to me a month or so ago? Or I haven't been out obviously for over a month, so have they put in some high enhanced signage that says there's the trail right where the trail is or it's just the existing signs that have been there all along.
    - Julie Luna: That's a good question if it has been there all along. There's signage to alert motorists that there's a crossing upcoming in both directions. Doesn't know if it was there previously. Received some complaints that it had been there, but had been hit.
    - Dan Jensen: I observed the intersection and and sent to Richard and Valerie I think. In the southbound direction there was a trail warning sign at 500' and at the northbound side there was a sign that said trail but it didn't say how far and then there's no signage at the trail itself. At the trail crossing itself like other trail crossings. For example, just east of the LDS church on Montano, there's a trail crossing up Montano and it says, trail crossing 200' and then there's a trail in pedestrian indicator at the trail crossing itself on both sides of the street, so that's what I was suggesting needed to be done at that intersection. I didn't know whether the county was going to do it or not.
    - Richard Meadows: I don't think the signage has changed. My understanding from Antonio, who's our O&M Director, was that when he does the raised crosswalk, he's also going to change out the signage.
    - Dan Jensen: Wanted to be clear on that.

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 14, 2022 | 4:00 – 6:00 PM



### Presentations

- **McMahon Blvd Widening from Kayenta St. to Rockcliff Dr. –** Bridgette Garrett, Department of Municipal Development, City of Albuquerque
  - Project located one mile south of the Rio Rancho border.
  - Overall purpose and need is to improve long term traffic operations and safety, bicycle network connectivity, pedestrian safety and access, complete arterial transportation facilities in accordance with long term planning goals and objectives, pavement reconstruction, and street lighting.
  - Design analysis and preliminary design already took place, currently this project is in the final design phase with a construction date to be determined.
  - Design was entirely funded using capital outlay administered through NMDOT. Construction was partially funded made up of local GO bonds and capital outlay.
  - Design constraints include width of existing bridge, ROW limits, proximity to the Calabacillas Arroyo, and existing infrastructure on north side.
  - Proposed improvements consist of complete the roadway section – 2 driving lanes in each direction, provide ADA compliant sidewalks, ramps, and drive pads, provide 6-ft bike lanes in each direction, pedestrian refuge crossing, and provide new street lighting.
  - They are proposing to add a 6-ft bike lane on the south side of the roadway to mirror the north side, also proposing a 6-ft sidewalk with a 6-ft landscape buffer. Due to the previously mentioned constraints the curb line along the southern edge cannot be shifted further south to widen the roadway any further. Because of this they thought of narrowing the driving lane and moving the extra driving lane space as a buffer for the bike lane. Presenting to GAATC today to request feedback on this option to narrow the driving lane and add the extra space as a bike buffer.
- Dan Jensen: You said you were wanting some comments about a buffered lane. There's been some talk about preference, for even fully protected lanes, but based on my experience, with being buzzed by cars riding right on the line between bike lane and the traffic lane on Montano with no buffer, I clearly would prefer a buffer bike lane.
  - Richard Meadows: I agree
  - Dr. Naomi George: I want to second that comment. I would strongly prefer that the new construction consider a buffered bike lane as opposed to an unbuffered bike lane. Protected, I apologize, protected.
  - Ryan Mast: I think adding the extra buffer is certainly helpful, even the visual representation of the paint on the striping helps people because you have that white line and drivers seem to want to use that full space of their lane. Having that little bit of buffer even if it's just 2 feet is certainly helpful just as a visual representation of a segmentation or separation between that and where the cyclists are going to be. So just want to agree with that.
- Richard Meadows: Bridgette could you show where that mid-block crossing is going?

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

- Bridgette Garrett: The mid-block crossing is going to be in line with where that existing ramp is on the north side. Chris Rosol you can correct me if I'm wrong, but I believe we're planning to put I right here.
  
- Richard Meadows: That will also tie back into the neighborhood. It looks like there's a channel. That seems like a good location. And what will the crossing look like? Will it be a refuge and some signage?
  - Bridgette Garrett: Currently we're proposing signage. Also checking the City of Albuquerque Bicycle and Trail Crossings Guide.
  - Richard Meadows: Is there going to be a median?
  - Bridgette Garrett: Yes
  - Richard Meadows: That will help to cross in stages.
  
- Cheryl Somerfeldt: Parks and Recreation just completed a study of the Calabacillas Arroyo. Looking at providing a pedestrian/equestrian trail underneath that bridge. I could coordinate with Bridgette and send the results of that study.
  - Bridgette Garrett: That would be great. I can include my email in that chat for you.
  
- Richard Meadows: It looked like in one of those photos there's a ramp that goes down underneath the bridge and I don't know is that for maintenance vehicles or could that be used to connect to the trail she's talking about?
  - Bridgette Garrett: There is currently a trail there right now but there's no connection of it to the actual roadway.
  - Richard Meadows: That would be good to connect to that as well.
  
- Richard Meadows: Asked GAATC members if they were OK with opening up questions/comments to the public.
  - Everyone was OK with this.
  
- Steve Pilon: In the cross section there were 12' traffic lanes and this is an issue that we discussed at Bike ABQ and we are of the opinion that narrower traffic lanes have their traffic calming effect. It also makes room for a buffer. Wondering if that had a buffer between the bike lane and the right most traffic lane and if that had been considered as an option? Then also increasing the effectiveness of the strip between the bike lanes and the right most traffic lanes using a rumble strip then putting vertical barriers to increase the separation the protection of the bike lane.
  - Bridgette Garrett: We are looking at the option to narrow the driving lanes to 11' to accommodate a 2' bike buffer along with that 6' bike lane and that's why we are here tonight to request feedback from GAATC members on that option. They have not looked at the rumble strip. This is not widely used for this type of scenario in the City, but would be happy to look into it if GAATC would like. Vertical barriers are not an option at this time because of the amount of sediment this corridor has and no ability to maintain it because a street sweeper cannot fit there. There is a lot of the drainage flowing toward the south to the Calabacillas Arroyo and the new drainage inlets are on the south side of the roadway, so any vertical delineators or anything blocking that would impact the flow getting to the proposed drainage inlet and could cause some issues with purposed flow on the roadway.

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

November 14, 2022 | 4:00 – 6:00 PM



- Richard Meadows: GAATC has had mixed opinions about using the rumble strips in the buffer of bike lanes. Some folks don't care for that idea. What is your take committee members on what Steve had to say?
- Dan Jensen: No rumble strips.
- Dan Jensen: I have a procedural question. I know we probably couldn't take action tonight because it wasn't on the agenda as an action item, but would it be appropriate or helpful to the city planners for the committee to take a recommended position on the bicycle lane and the buffers with a resolution or some kind of motion to say that we would prefer the 11 foot lanes and the buffer over 12 foot lanes and no buffer. Would that be an appropriate thing for us to do and would that be helpful to the city planners the people who are working on it?
- Richard Meadows: Bridgette would that be helpful to you?
- Bridgette Garrett: I think that would go along with what the city DPM and city ordinance already leans to. I guess it could be helpful.
- Dan Jensen: To do such a motion or resolution would we have to put it on the agenda of our next meeting? We couldn't do it tonight, could we?
- Valerie Hermanson: GAATC cannot vote on this item tonight because it is not included on tonight's agenda as an action item and this would violate Open Meetings Act. This would have to be included as an action item on the December agenda.
- Dan Jensen: Right and so Bridgette if we wait until December to send you a preference in the form of a resolution would that be helpful or too late?
- Debbie Bauman: To address your comment, we have the meeting minutes that are being done and I think they could be described pretty specifically about what the committees' desire is. I suppose based on what Val had just said, we wouldn't want to call it a resolution, but a summary of the discussion. Since the city brought this project to the committee for your feedback, I think that the minutes probably would be sufficient to reflect that and there is no need for formal resolution. If the documentation of that is important then obviously December would be fine as well but I think Bridgette can use the information that is going to be in the meeting minutes and then the notes that she too has taken at the meeting tonight to move forward and further evaluate the narrower driving lanes to get that buffer.
- Dr. Naomi George: This is in between or perhaps just a procedural question to piggyback on the previous one. If the committee felt it was worth discussing protected verses buffered bikes lanes before making that recommendation when would that discussion occur, during the December meeting or in advance?
- Richard Meadows: You mean for this project?
- Dr. Naomi George: No, I may have misunderstood but I thought the recommendation from Dan was to have a more global committee recommendation around the buffered bike lane. Maybe I misunderstood and

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

it's just specific to this project, but for a global recommendation I think it's worth a conversation about whether or not we want to recommend protected verses buffered.

- Dan Jensen: I just want to say my comments were oriented more specially to this project and not in general. I was referring to this project only at this time.
- Richard Meadows: Does that answer your question Naomi?
- Dr. Naomi George: Yeah I think it does because my understanding of the presentation was that due to the drainage issues etc. protected really isn't feasible for this particular project. Although again as I understood the comment to be a global recommendation, I guess I'm curious about that, if our committee can make a more global recommendation for when the city is undertaking new projects, and if that would be useful.
- Richard Meadows: any thought on that Dan? I think we might have to do these project by project because the circumstances might be different on each one.
- Dan Jensen: Well, I personally think that it would be appropriate for the committee to have a discussion and talk about the general philosophy of protected verses unprotected bike lanes in terms of how we move forward. And I think that would be a perfectly valid topic for a future meeting. I was focusing mainly on this project because Bridgette has indicated that she was wanting to understand what the committee felt about this. And I felt like what we would say would be more effective if it came in the form of a motion that we had actually voted on and submitted to Bridgette and her planning team to make sure that this project at least gets hopefully a buffered lane verses an unbuffered lane which is clearly inferior in my mind. So that's what I was focusing on in this case, but I think it would be a perfectly legitimate and helpful discussion to have to dedicate some time at a meeting protected verses buffered bike lanes because of a discussion topic. And maybe an ultimate resolution that the committee might want to make to the city for projects moving forward.
- Richard Meadows: I'm sure we could have that discussion. And we could also continue the discussion we were having, Tim was proposing some different pilot projects and different types of protected bike lanes and we can continue that discussion.
- Ryan Mast: You touched on kind of what my thoughts were about that too, which kind of dovetails into some previous conversations. I agree I would welcome during these meetings to have more conversations about the merits of the different types of protection that can be done. Whether it be buffered whether it be physical barriers, etc. The applications of each where it's most useful, providing a resolution about general recommendations for that, and maybe possible at the end of all of that. But I think the complex situation at all different traffic conditions can place for these different things might warrant different recommendations considering the different conditions and so we'd have to see where that might lead. But having a conversation and furthering the conversation in the near term certainly about the merits of the different types of interventions that could be placed and certain be welcomed.

**Next Meeting: Monday, December 12, 2022**



## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

Tim Keller, Mayor •

Albert Lee: Getting back to the project presentation.

I was curious at the west end of the project where McMahon intersects with Kayenta Blvd, I've been at that intersection before and I was just curious when I was there, there was no pedestrian crossing, or anything located there. I wonder if that intersection will be improved to benefit pedestrians and cyclists at all.

- Richard Meadows: Bridgette can you talk about that intersection
- Bridgette: The intersection at Kayenta and McMahon we are going to be improving the curb ramp, Chris you can correct me, I believe we're only doing all 4 ramps with this project.
- Chris Rosol: That is correct all 4 ramps.
- Bridgette Garrett: So the corner curve ramp will be ADA compliant and connect into that multi-use trail on the northern side.
- Richard Meadows: Is it just stop controlled on Kayenta? It's not a 4 way stop or anything.
- Bridgette Garrett: Correct
  - Scot Key: This actually is a very good example of what my comments from earlier I guess when you're thinking about physically separated verses buffer verses just striping also consider the pedestrian aspect of that in this particular case it fits particularly because a few years back a driver jumped the curb and killed someone walking on that multi-use path on the north side of McMahon. But there are benefits for walkers and those rolling in wheelchairs on sidewalks to have physical separations for that reason as well. Secondly, I was originally going to comment about when we're talking about HFIN numbers in Albuquerque and relative HFIN numbers at one particular stretch such as this. We need to keep in mind 2 things, one we're shooting for vision zero so even one is more than zero. And secondly when you have one of the highest rates of pedestrian deaths in the country just because a certain stretch is below Albuquerque's average doesn't make it good. Generally speaking, that's all.

- **Introduction to Louisiana Blvd Vision Zero project** – Valerie Hermanson, Department of Municipal Development, City of Albuquerque
  - Essentially the first traffic safety focused project selected as part of our vision zero initiative. Vision zero provides a data driven way to prioritize our investment and our efforts. This area has a high pedestrian demand, there's a lot of destinations in this area in which people are walking or biking to including schools, parks, restaurants, etc.
  - Louisiana is a major arterial with 5 through lanes and two-way turn lanes, 35 mph speed limit, and low congestion levels.
  - The City applied for a Road Safety Audit to be completed on Louisiana to identify solutions to reduce traffic fatalities and serious injuries. This RSA had a particular focus on pedestrian involved crashes. The RSA identified a number of safety challenges including roadway designs that encourage speeding and a lack of pedestrian and bicyclist amenities.
  - The City brought on a consultant to complete further study and identify next steps with the implementation of the RSA. The City was able to identify funding to implement the 3

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

recommended locations to add LPIs and this was done in

2021 and well as clear the sidewalk wire obstruction completed in 2020.

- Groundwork studio conducted a lot of outreach and with the communities such as getting feedback about potential safety interventions such as curb extensions or mid-block crossings. They installed interactive engagement boards at bus stops along the project corridor. They were translated into 12 languages, and in total they received 37 comments. The feedback they received aligned with the road safety audit recommendations and also the phases that the City is approaching with this project.
- Upon further study the consultants found that given the traffic volumes a road diet would be an appropriate safety countermeasure for the corridor. City reserved Vision Zero funds to implement the road diet. The consultants will bring the 30% striping plans for GAATC review at the December meeting.
- We don't have funds to implement these future items (three mid-block crossing with PHB or RRFB, sidewalk improvements, lighting, improved delineation for bike lanes) but I wanted to present this project because we've been made aware of a potential funding opportunity. We are reviewing the criteria and are hoping to apply for highway safety improvement program funds. Asking for GAATC's support in applying for those funds to be able to implement that future phase.
- Dan Jensen: I like the ideas that are presented for improving that stretch of roadway.
- Ryan Mast: I really appreciate the presentation. Appreciate the thoughtfulness in both and I think we've discussed this a couple times here both the pedestrian safety aspects of it and then the bicyclists. I look forward to the presentation about the options for striping and possibly this is a good opportunity to think about what types of buffers might want to be tested out in this particular location. As for the question of our support for applying for the funds, absolutely. These funding streams come down with call for that process of going through the planning process, going to design, community engagement, moving forward and so this is a great opportunity and a great example of how following through that process actually opens up new funding streams. It expands the pools of resources that are available to actually implement these and getting in that cycle of doing this is a great generator for an opportunity for pride and more opportunities to implement this which is sort of the main goal of all these design meetings that we take part in. So absolutely would have my support in moving forward with that.
- Navy Encinias: I also wanted to say thank you for the great presentation Valerie and you know agree with what everybody said about our support. I also just wanted to say that I'm a big fan of curb extensions I think they're so great, so I was glad to see that in there.
- Richard Meadows: Val, how can we support you? Do you want like a letter? Or can you show our support from the minutes, or what do we need to do?
  - Valerie Hermanson: I want to thank you all. It's so great to hear your support and I'm so excited to share this project with you. It's a team effort and I'd be remiss if I didn't give a big shout out to Tim Brown too because he's played an instrumental role in moving this project forward. To answer your question, the meeting minutes would suffice. Thanks again.
  - Steve Pilon: I'm a big fan of the curb extensions at the intersections. I noticed that the picture you showed had those vertical pylons there and it comes back to the questions on the previous presentation, how do you clean? How do the street sweepers get through there to clean those narrow areas between the vertical barriers that you represented in that picture and the curve? I had a

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

question about how wide are the sweepers that are currently available to clean those kinds of areas?

- Valerie Hermanson: That's a good question, I'm not sure of the types of street sweepers the City has or how big they are, or how we would complete the maintenance here. My understanding is if they're spaced in a certain way, the sweepers can clean. But it's a good point and I will need to look into this further.

### • Staff Reports

#### • Municipal Development (DMD)

##### ○ Engineering

- No Updates

##### ○ Vision Zero

- Valerie Hermanson: Recently kicked off Bike and Trail Facility Plan update. Expects to bring items related to that update to this group. Still in early stages of data gathering.
- Also working the Vision Zero Prioritization Strategy and Year in Review which is moving along quite nicely. Expects to bring a presentation to GAATC at the January meeting.

#### • Council Services

- No updates

#### • Parks and Recreation

- Cheryl Somerfeldt: EPC hearing for the Alameda Open Space trailhead project this Thursday. There are some web pages that will show you the plan and the EPC report is already posted on their agenda webpage.

- <https://www.alamedatrailhead.org/>

- <https://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-agendas-reports-minutes>

I'm hoping maybe I can speak with Mr. Jensen on this call or on this meeting in the future. So if it's OK with you, I'll email you separately outside of this meeting.

- Richard Meadows: Is that OK Dan? I didn't hear from Dan, but I'm sure that's OK.
- Cheryl Somerfeldt: The link is to the project website and also to the EPC agendas and reports. I'm hoping that if you guys have any comments you can either send them to me or attend the EPC hearing and make a comment to the EPC. Or we'll always be available to hear any comments afterward about that trailhead space.
- Dan Jensen: Didn't catch Cheryl's earlier question but said sure in response to her wanting to email him.
- Cheryl Somerfeldt: Yes please, I'd like to hear about what happened and I apologize for what happened to you. If there's any conflicts or anything that can be a helpful comment for this project I'd also appreciate hearing that so hopefully we can talk in the future.
- Dan Jensen: Sure just send me an email, you have my email address from the committee or you can get it from Valerie.

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

- Cheryl Somerfeldt: Yes I believe I found it, it's a Gmail address. So I'll just send you an email, if you don't get something from me, please feel free to contact me also.
  
- Planning
  - Seth Tinkle: A couple of brief updates to share from for the Near Heights Community Planning Area. The assessment report is posted in its entirety online for public comment and it will remain online until the EPC hearing on December 15<sup>th</sup>  
Here is the link: <https://cpa.abc-zone.com/near-heights-cpa-assessment-report-0>
  - The Southwest Mesa and Central Albuquerque assessments are both in their outreach phases and the Southwest Mesa team is currently looking for opportunities to present and gather in input at community meetings or events in the southwest mesa, so please feel free to reach out to me if you have any suggestions on places we can do that.  
Email: [sethtinkle@cabq.gov](mailto:sethtinkle@cabq.gov)
  
- ABQ RIDE
  - Carrie had to leave at 5pm and provided updates at the beginning of the meeting.
  
- Bernalillo County
  - Julie Luna: We have a list of our projects and I will send this to Val to be included in the meeting minutes. This list includes contact information, what the project is, who to contact, and what is the status of the project and so forth. So we're very happy to at least give you this for all of our major projects that are underway. It's a lot of information so I'll send it out. If you have any questions or comments, please feel free to reach out to me.
  - Richard Meadows: Maybe we can have the consultant present on some of those projects as they get to a 30% design.
  
- MRCOG
  - Tara Cok: I have 2 quick updates for the group. The first one is MRMPO is conducting a study into our non-motorized counts program. We've hired a consultant, and they're looking into helping us make that counts program more robust for bicycle and pedestrian counts in the region. We had a kickoff meeting last week so that is starting soon. If this group is ever interested in any of our updates for that effort, we'd be happy to provide you with some along the way. The project will go on for about the next 12 months or so. And we have a steering committee to provide feedback.
  - MRCOG usually helps with the Bike to Work Day event by creating a survey. We have a survey report that summarizes findings and that's available on our website now. There were about 489 participants for that survey. There's a conclusion section that gives some of the takeaways that we found from those survey respondents.  
Here is a link to the report: <http://www.mrcog-nm.gov/568/Bicycle-and-Pedestrian-Analysis-and-Repo>  
And I'm happy to answer any questions about that, but those are some of our updates for now.
  - Richard Meadows: Tara, were there any things that really stood out from the survey that you noticed that people said?

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

- Tara Cok: Most survey takers reported that their main reason for bicycling in the city is for recreation and exercise rather than transportation, so that's interesting. It kind of just makes you wonder if you know bicycling for transportation is working for a lot people. We're also seeing that a lot of people who are participating in the event are from the same zip code year after year. So maybe trying to reach new geographic areas would be something that the event organizers could try to work on just to try to get new people. There's not as many beginner riders who are participating in the event. So if the events trying to get more people to start bicycling, maybe we want to think about that a little. Then some facilities that people reported wanting the most were protected bike lanes, separated multi-use paths, and more continuous routes. There was a lot of people who are reporting that their main barrier to bicycling is that they feel unsafe riding around vehicles. So those are some of the findings that were kind of popping up in the survey.
- Richard Meadows: I was wondering how the counts that you guys are going to be doing, are those on trails or on bike ways, or kind of which areas are you going to be doing counts?
- Tara Cok: Yeah that's a good question. We're going to be looking into expanding where we currently take our counts because most of our permanent counters are on multi-use trails so we're trying to vary that a little if possible. We'll be looking at different types of places where we can get counts rather than just the separated multi-use trails. And then also we're trying to look into expanding the geographic location of our counters, our permanent counters at least because they are all currently in the City of Albuquerque so we would like to get those to other parts of the metro area as well. We'll be looking into questions like that.
- NMDOT District 3
  - Jill Mosher: From the District, doesn't really have anything. Of course, prices for construction projects has been pretty astronomical lately, so at a standstill on the Montgomery project until we can hear about whether or not we get the mega grant, which should be by the end of the of year. We are trying to get the contract in place to get the design bills for Gibson kicked off, so once we get that we will be coming to talk about the Gibson interchange project. Can anybody refresh my memory since we've had a few public meetings regarding the Rio Bravo Bridge replacement, did we bring that to this committee yet?
    - Richard Meadows: I don't think so Jill.
    - Jill Mosher: That's what I was thinking earlier because I know I've presented or been in the meetings a lot and I couldn't remember if we actually came to this one or not so I will right that mistake if indeed we have not.
    - Richard Meadows: Yeah I think that would be a great presentation at one of our upcoming meetings.
    - Jill Mosher: OK - Valerie I'll reach out to you to get that scheduled. We are under design, not so much in Albuquerque, but we will be for anybody that rides out in the East Mountains or recreates out in the East Mountains. We are about 90% design for the roundabout at New Mexico 14 / Frost Road / 536

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA



November 14, 2022 | 4:00 – 6:00 PM

which is the Crest Road and that's all I can think of unless anybody had questions for me.

- Dan Jensen: I'm curious what's the status of changing the configuration of the Paseo/Tramway intersection?
- Jill Mosher: We are in preliminary data collection to get the traffic counts on everything. The change that's going to happen there will be doing away with the free right and will be a T intersection.
- **Public Comments** (Public comment is limited to two (2) minutes per audience member) Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- Ben Garland: Will be joining the Transit Advisory Board and wanted to introduce himself. If anybody wants to reach out to me about how we can make this bus and bike and pedestrian stuff all work better together. A bus rider, walker, bike rider, and a car driver. Had a general question about bike lanes, planning is not in background, but my viewpoint is that a stripe of white paint on the road doesn't encourage a lot of people to get out and use bike lanes because it's generally unsafe especially when you've got a stripe of white paint on the road where the speed limit is more than about 35 mph. Wondering for the different planning agencies that are involved with this what's the opinion of the people who are in charge of making this stuff happen? Personally would like to see more multi-use pathways if that's what you want to call it or just really wide sidewalks instead of seeing white paint on the road that nobody uses. So that's kind of my comment and question.
  - Richard Meadows: I think Ryan or Dan, I'm sure you can respond to that. We're trying to enhance those bike lanes more than just a white stripe on the road.
  - Dan Jensen: Not 100% sure that going to give the answer that the person wanted to see. Thinks that some of our bike lanes are inadequate, but on the fence whether we need to go as far as the expense and trouble of fully protected bike lanes. I'm certainly open to it. I do prefer buffer bike lanes over regular bike lanes. I'm contrary to this particular question in that I have a particular distaste for multi-use trails that parallel roadways like Tramway and Unser. I feel they make a cyclist in particular vulnerable to be hit by turning traffic where the trail crosses any streets and I personally have not in Albuquerque, but in Seattle I actually was hit by a car when I had the right of way in that kind of circumstance. I think they are fine for casual cyclists, but I think they also tend to create the idea that cycling is viewed as recreational amenities and not transportation infrastructure. And that also in my mind, this is my opinion promotes the idea that bicycling is a recreational activity and not a mode of transportation which was interesting because Tara and her presentation said that that seems to be prevailing idea in most of the cyclists that responded to their survey. I think that all platforms of infrastructure are valuable, but I do think that there's some problems with multi-use trails especially when they run parallel to streets and you have to deal with turning traffic if you're a cyclist, that's my opinion.
  - Ryan Mast: I'll mention a few things, there's no 100% full answer to any of this, but just in particular like so many things I view this as well it depends. In terms of what works

**Next Meeting: Monday, December 12, 2022**



Tim Keller, Mayor

## Greater Albuquerque Active Transportation Committee (GAATC) – Minutes

Monday, September 12, 2022 | 4:00 – 6:00 PM



best on streets, obviously reducing road speeds is best all across the board. If we can get to that. But that's not always feasible, but lacking that, then you kind of have to look at a lot different factors as you heard today. We've heard on several of these meetings protected bike lanes are great except when protected bike lanes are not clean, and then they create a different type of hazard. Then even more so a hazard where a cyclist has to then go out into traffic to avoid any obstruction that might be there. So the maintenance component of that becomes really critical to anything that's done. You have to look at these different interventions for different areas, and what might work best for it. But just as Dan mentioned taking this all as collective and just trying to advance all of it is just really important. So having advocates that are willing to think through these things in the collective, how does this relate to the active transportation committee, and what the work they're doing. How do we communicate better is really encouraging and so appreciate you reaching out and introducing yourself and letting us know you're out there and willing to collaborate because that's going to be the way that we can really advance all this forward.

- **Next Meeting:** December 12, 2022, 4 – 6 pm
- **Meeting adjourned at 5:40 pm**



## GAATC Meeting

November 14, 2022

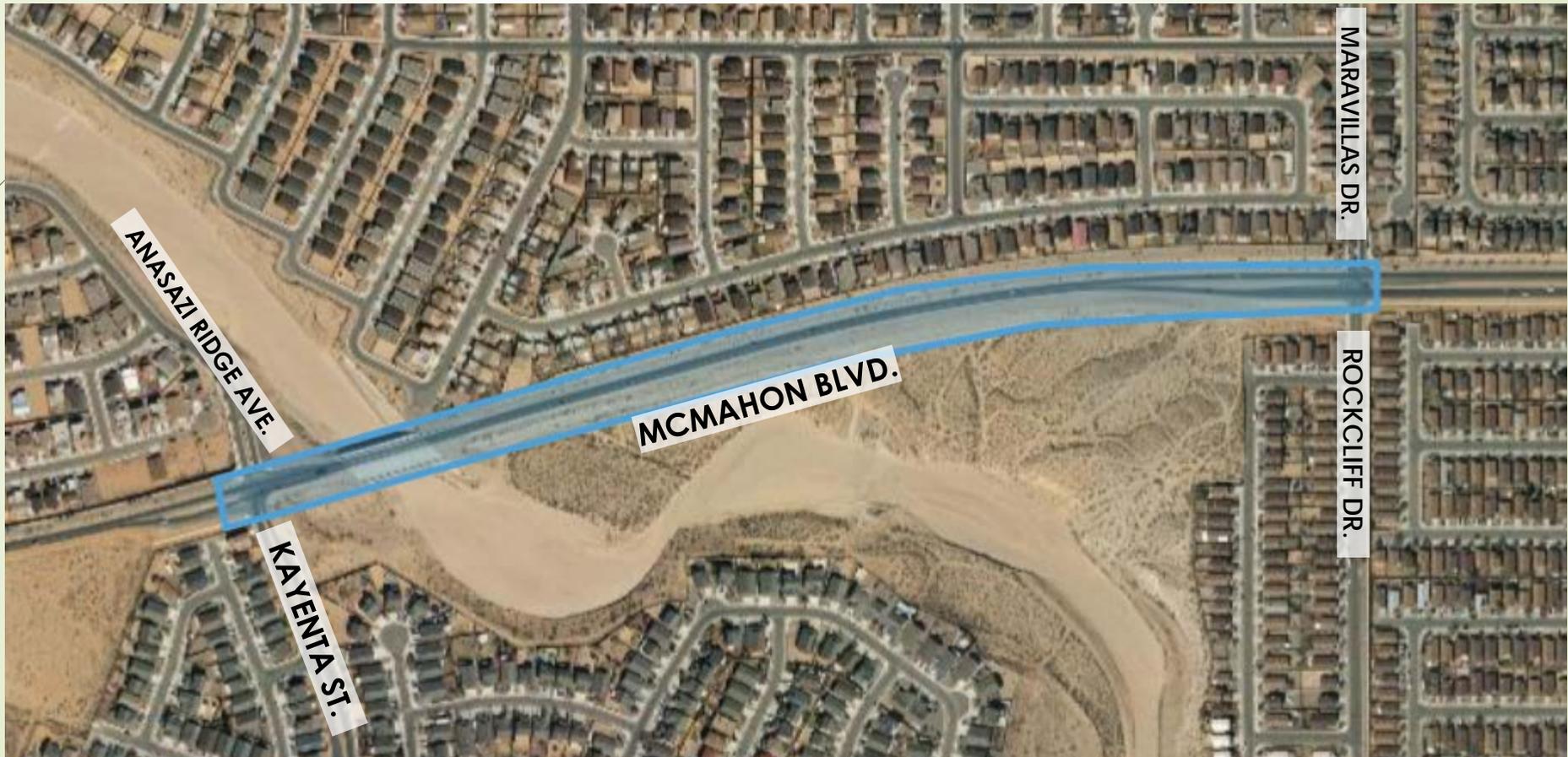


# McMahon Blvd. Widening- Kayenta St. to Rockcliff Rd.

CPN 722690

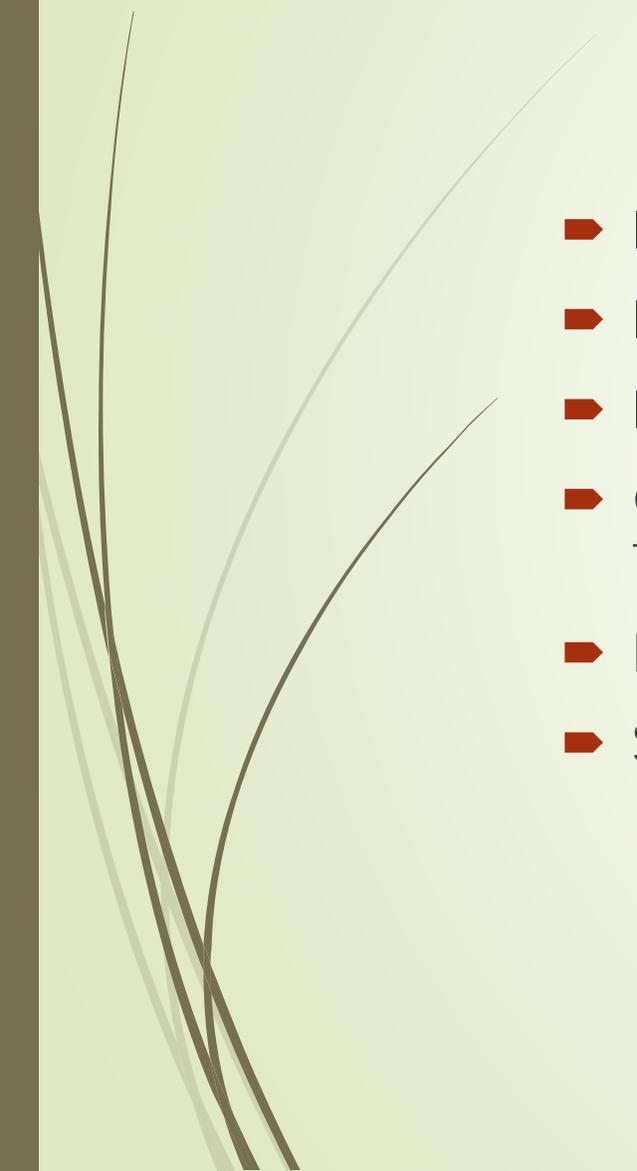
# Project Location

- McMahan Boulevard from Kayenta Street/Anasazi Ridge Avenue to Rockcliff Drive/Maravillas Drive

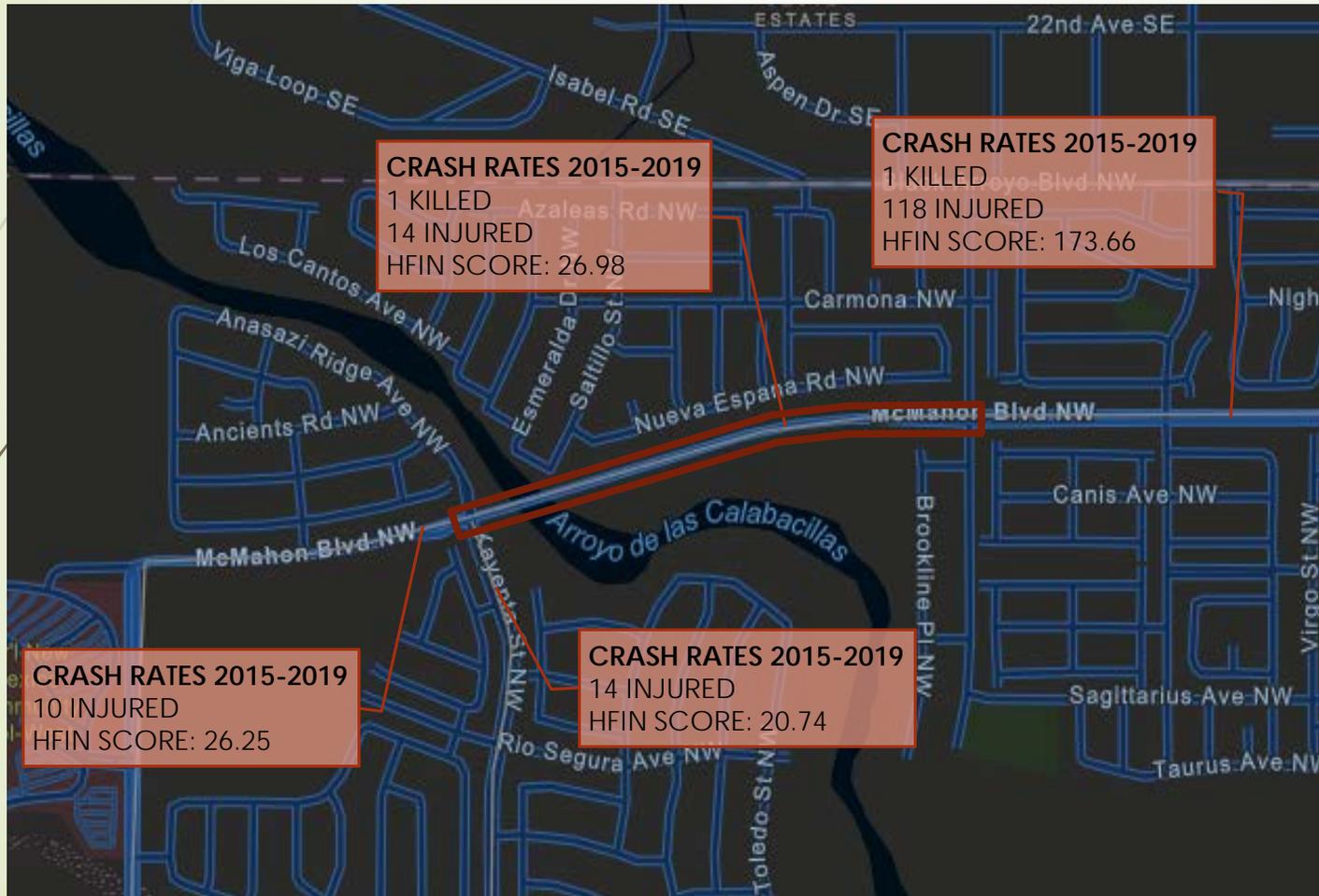




# Purpose & Need

- Improve Long-Term Traffic Operations and Safety
  - Improve Bicycle Network Connectivity
  - Improve Pedestrian Safety and Access
  - Complete Arterial Transportation Facilities in Accordance with Long-Term Planning Goals and Objectives
  - Pavement Reconstruction
  - Street Lighting
- 

# High Fatality and Injury Network



## Intersection Crash Rates

Severe Crash Rate:  
.386

- Above 2x Mean
- 1.5 to 2x Mean
- 1 to 1.5x Mean
- Below Mean

## HFIN Score

Mean HFIN Score:  
187.5

- Above 2x Mean
- 1.5 to 2x Mean
- 1 to 1.5x Mean
- Below Mean

# Project Schedule & Funding



## ► Project Funding

- Design: Capital Outlay Funding Administered through NMDOT
- Construction: Partially Funded; GO Bond and Capital Outlay Funding

# Existing Conditions

- ▶ Westbound Speed Limit: 40 mph
- ▶ Eastbound Speed Limit: 35 mph



Pavement Conditions



Median at Kayenta St. Facing East

# Existing Conditions

- Bridge Total Width: 97-ft
  - 94-ft within Pedestrian Railings



Bridge over the Calabacillas Arroyo



Pedestrian Access on North Side of Bridge

# Existing Conditions

- 10-ft Wide Multi-Use Trail
- 6-ft Westbound Bike Lane



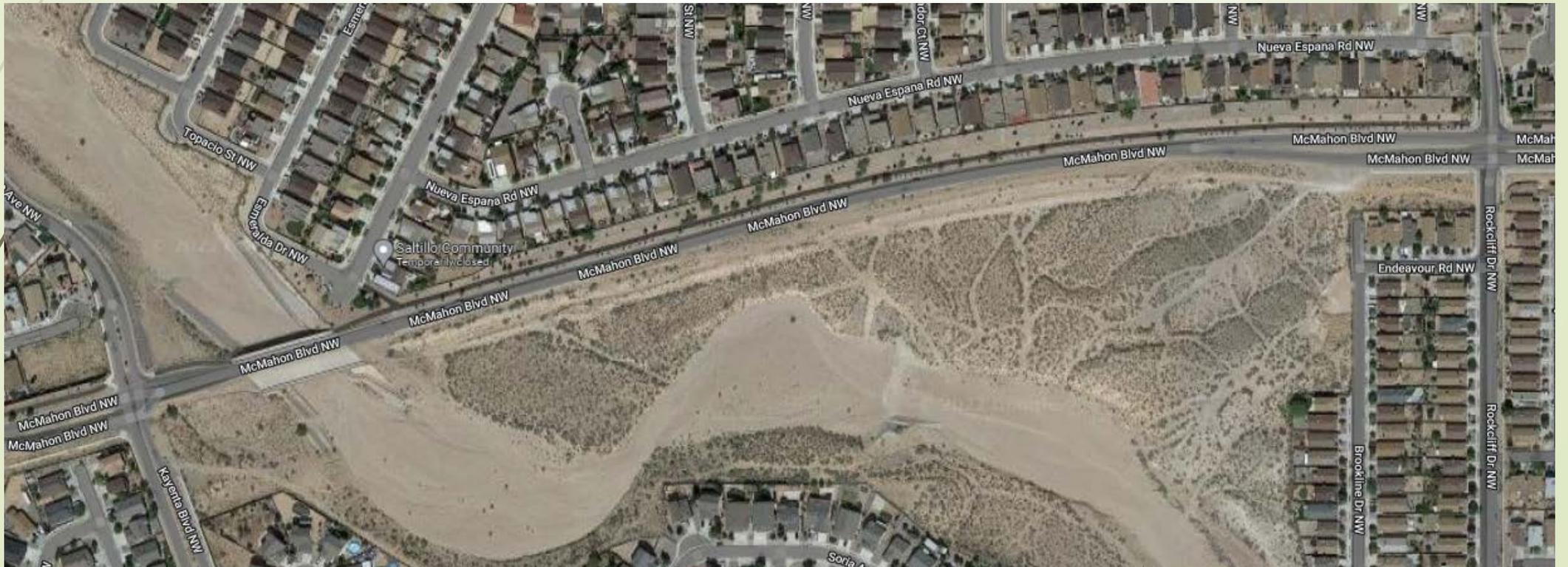
Multi-Use Trail Along North Side of McMahon Blvd.



Westbound Bike Lane & Roadway Access to Multi-Use Trail

# Design Constraints

- Width of Existing Bridge: 94-ft to Pedestrian Railing
- ROW Limits
- Proximity to the Calabacillas Arroyo
- Existing Infrastructure on North Side

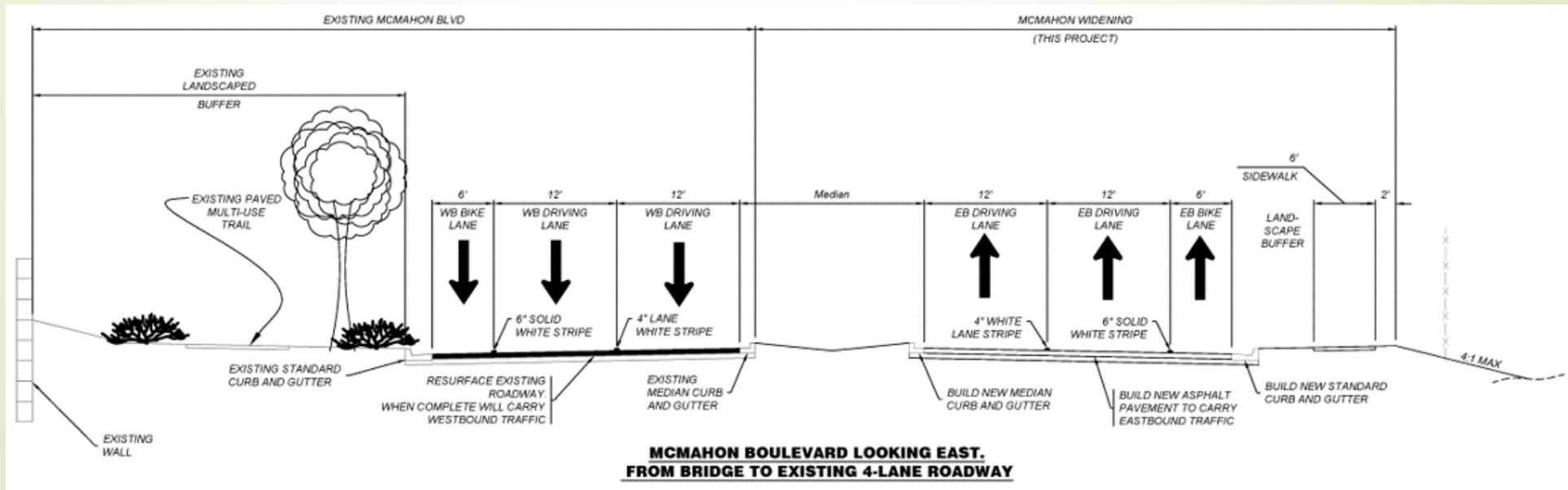
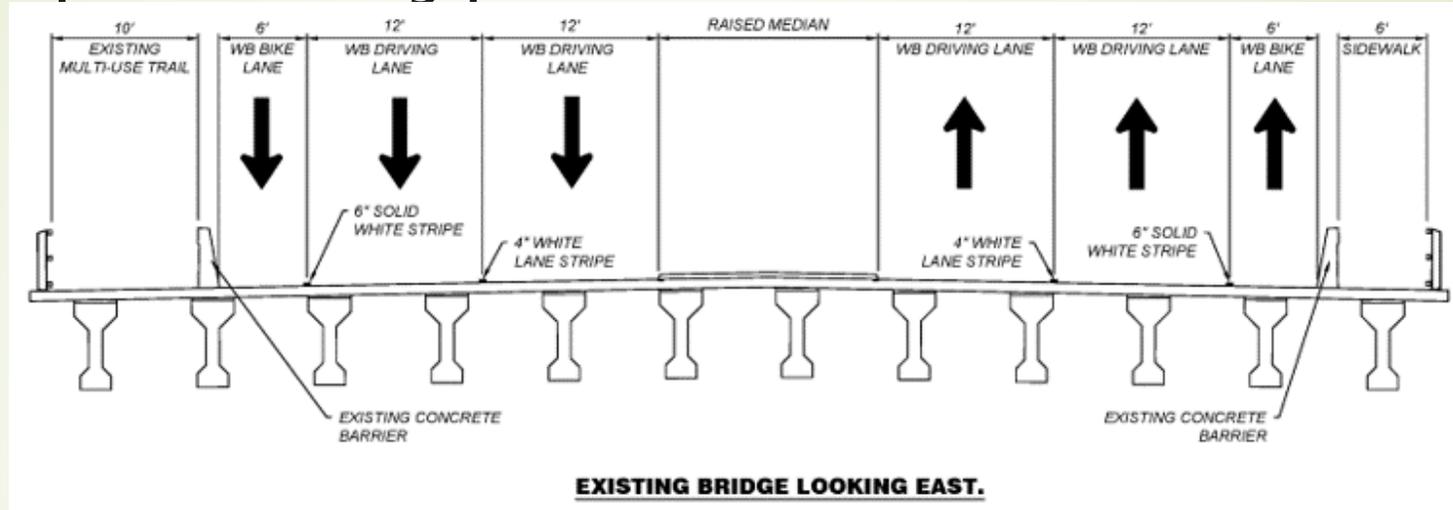




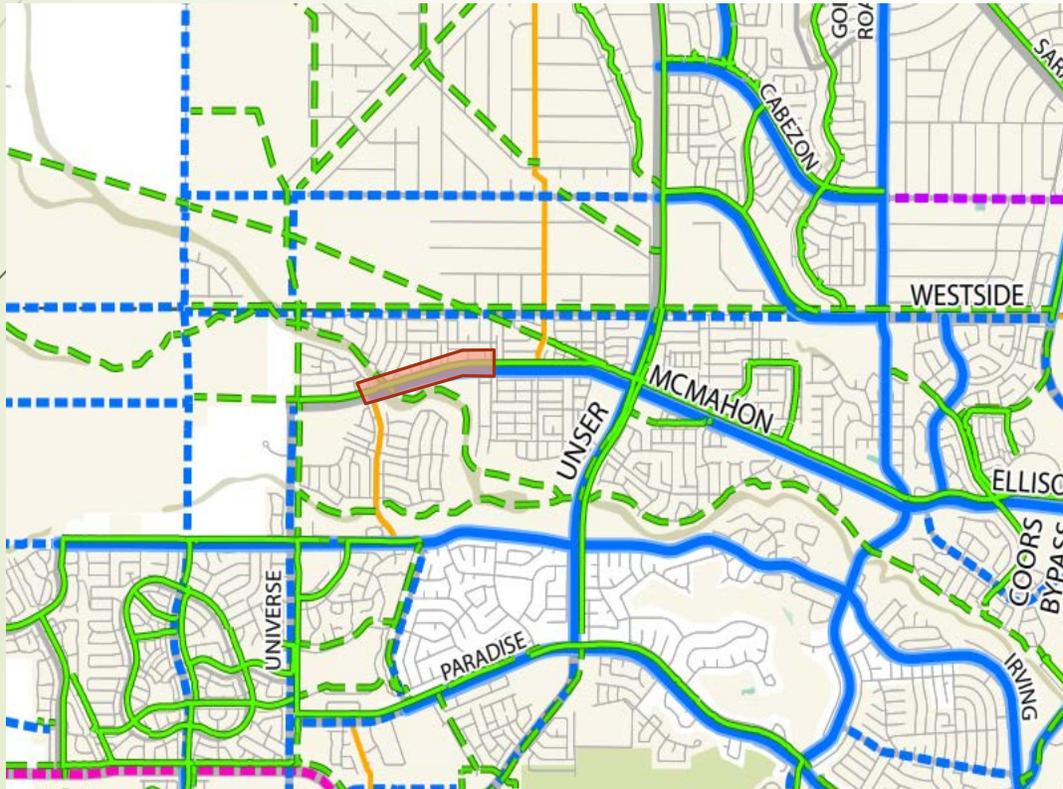
# Proposed Improvements

- ▶ Complete the Roadway Section
    - ▶ 2 Driving Lanes in Each Direction
  - ▶ Provide ADA-Compliant Sidewalks, Ramps, and Drivepads
  - ▶ Provide 6-ft Bike Lanes in each direction
  - ▶ Pedestrian Refuge Crossing
  - ▶ Provide New Street Lighting
- 

# Proposed Typical Sections



# Bicycle System Connectivity



## LRBS Key

### Existing On-Street Facilities

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Wide Shoulder
- Bike Routes

### Multi-Use Trails

- Existing Paved Trail
- Proposed Paved Trail

### Proposed Upgrades to Existing Facilities

- Buffered Bike Lane
- Protected Bike Lane

### Proposed On-Street Facilities

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Potential Bike Facility



# Thank You!

Please Submit any additional comments to the GAATC Contact:  
Valerie Hermanson.

# LOUISIANA BLVD.

# VISION ZERO IMPROVEMENTS

GREATER ALBUQUERQUE ACTIVE TRANSPORTATION COMMITTEE (GAATC)

NOVEMBER 14, 2022



vision zero



Valerie Hermanson  
Department of Municipal Development  
City of Albuquerque



municipal development

**BACKGROUND**

# Vulnerability Index

- Developed by the Centers for Disease Control and Prevention (CDC) (2018)

## Vulnerability Indicators

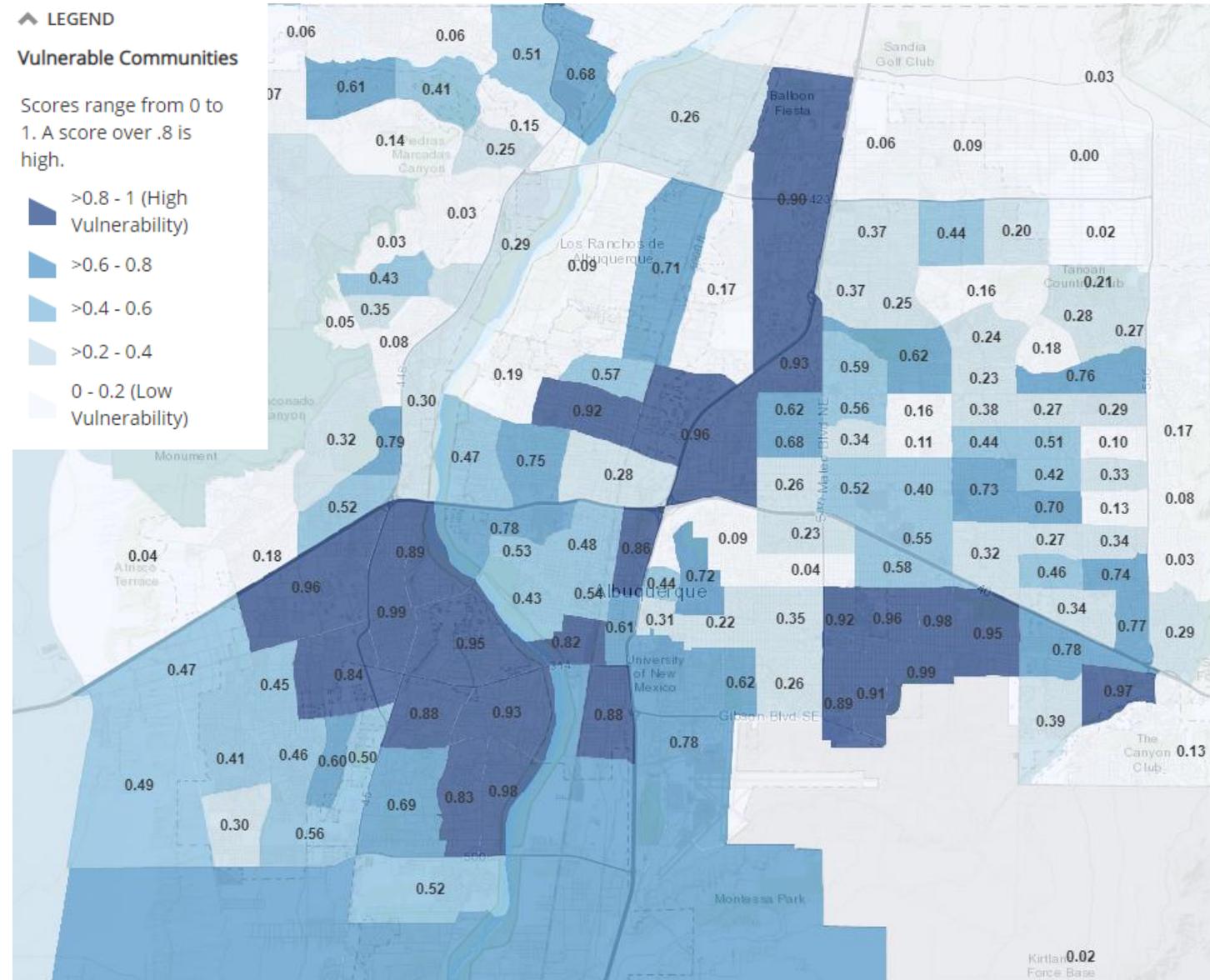
- Per capita income
- Population 65+
- Population 17 and under
- People with a disability
- Non-white population
- Limited English proficiency
- Multi-family (10+ units)
- Households with no vehicle

### LEGEND

#### Vulnerable Communities

Scores range from 0 to 1. A score over .8 is high.

- >0.8 - 1 (High Vulnerability)
- >0.6 - 0.8
- >0.4 - 0.6
- >0.2 - 0.4
- 0 - 0.2 (Low Vulnerability)



# High Fatal and Injury Network (HFIN)

## City of Albuquerque

City

County

## High Fatal and Injury Network (HFIN) intersections

- Above 2x Mean
- 1.5 to 2x Mean
- 1 to 1.5x Mean

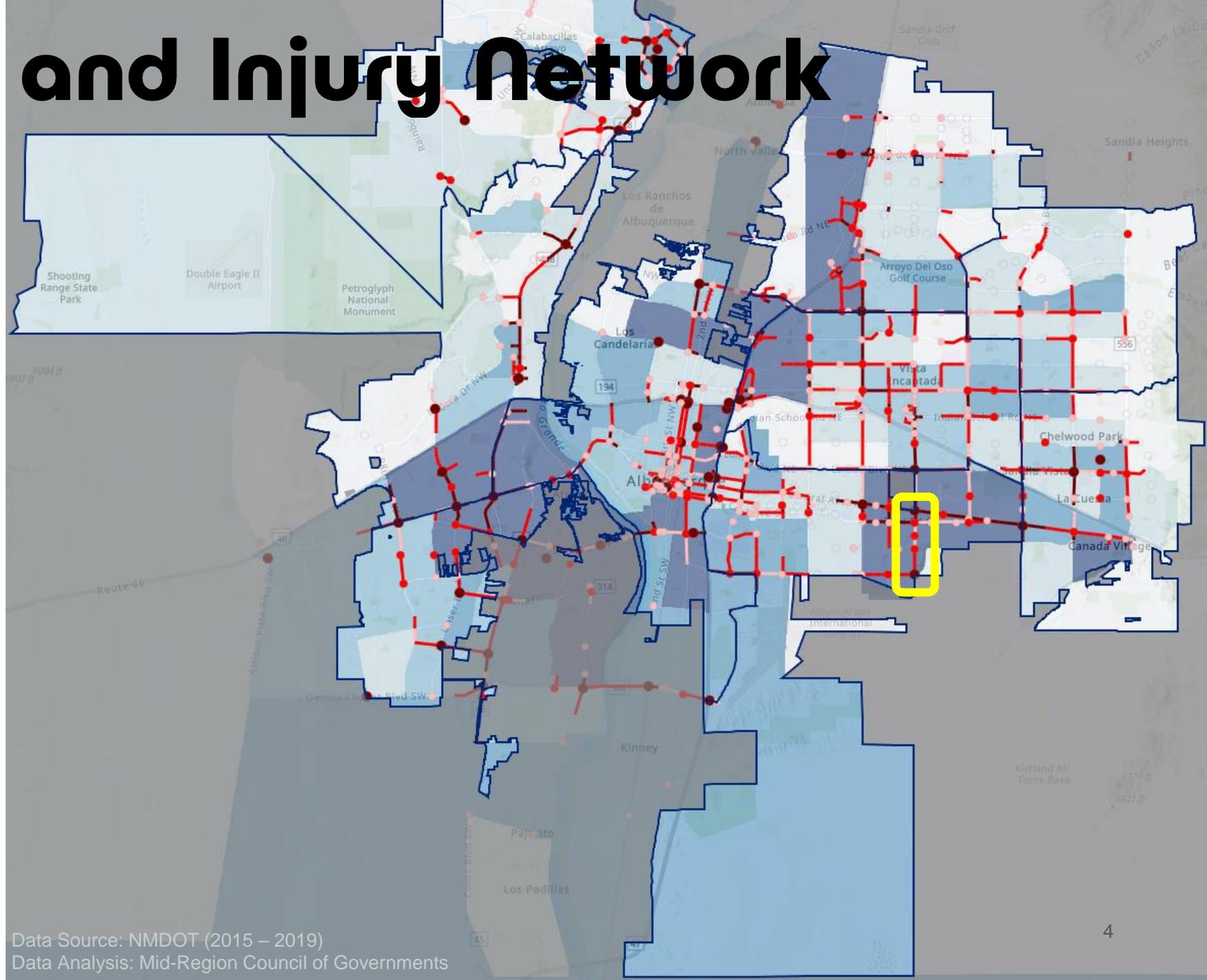
## High Fatal and Injury Network (HFIN) corridors

- Above 2x
- 1 to 1.5x Mean
- 1.5 to 2x Mean

## Vulnerability Index

Scores range from 0 to 1. A score over .8 is high.

- >0.8 - 1 (High Vulnerability)
- >0.6 - 0.8
- >0.4 - 0.6
- >0.2 - 0.4
- 0 - 0.2 (Low Vulnerability)



Data Source: NMDOT (2015 – 2019)  
Data Analysis: Mid-Region Council of Governments

# HIGH FATAL AND INJURY NETWORK

**PROJECT EXTENTS:  
LOUISIANA BLVD  
GIBSON BLVD TO CENTRAL AVE**

**City of Albuquerque**

- City
- County

**High Fatal and Injury Network (HFIN) intersections**

- Above 2x Mean
- 1.5 to 2x Mean
- 1 to 1.5x Mean

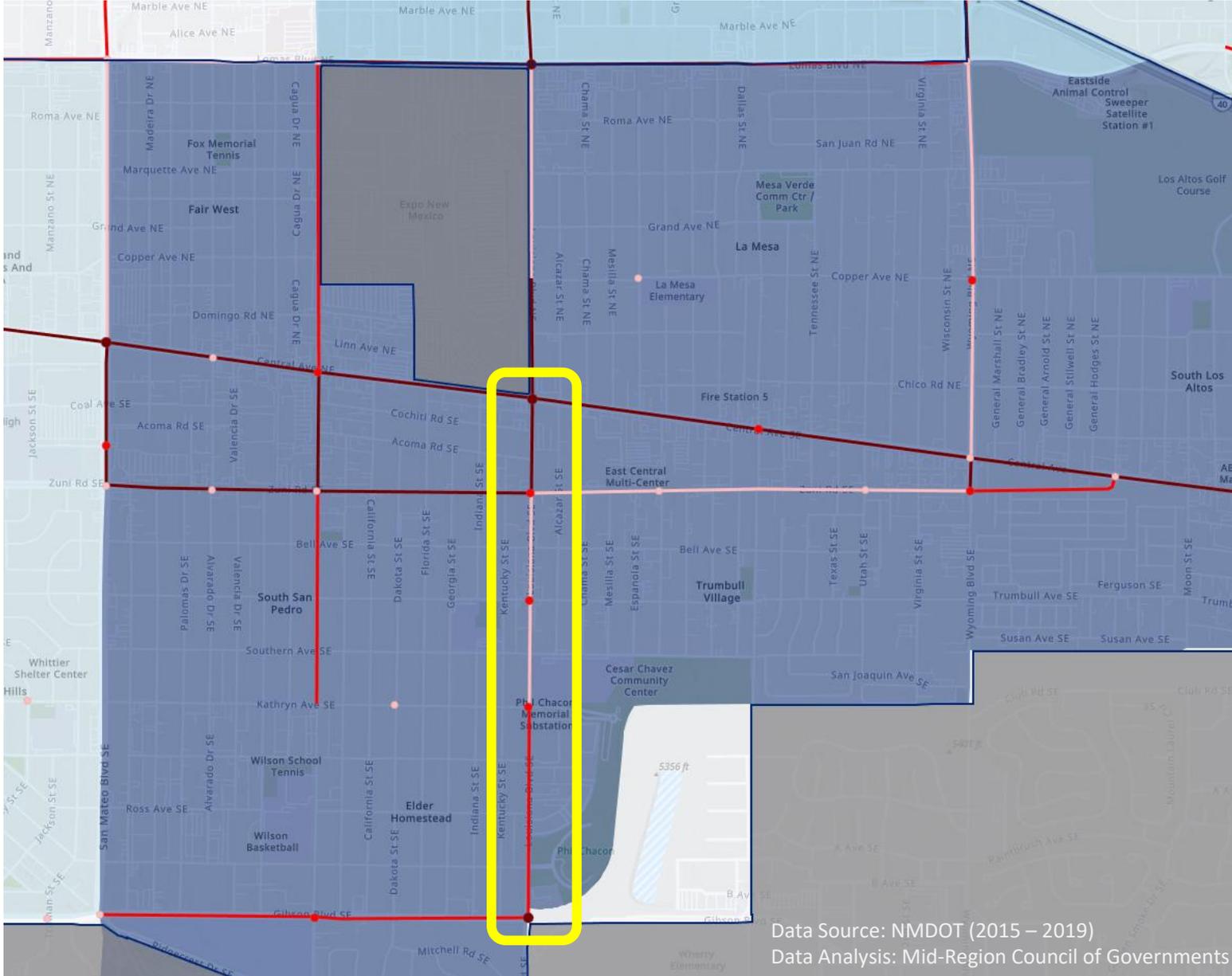
**High Fatal and Injury Network (HFIN) corridors**

- Above 2x
- 1 to 1.5x Mean
- 1.5 to 2x Mean

**Vulnerability Index**

Scores range from 0 to 1. A score over .8 is high.

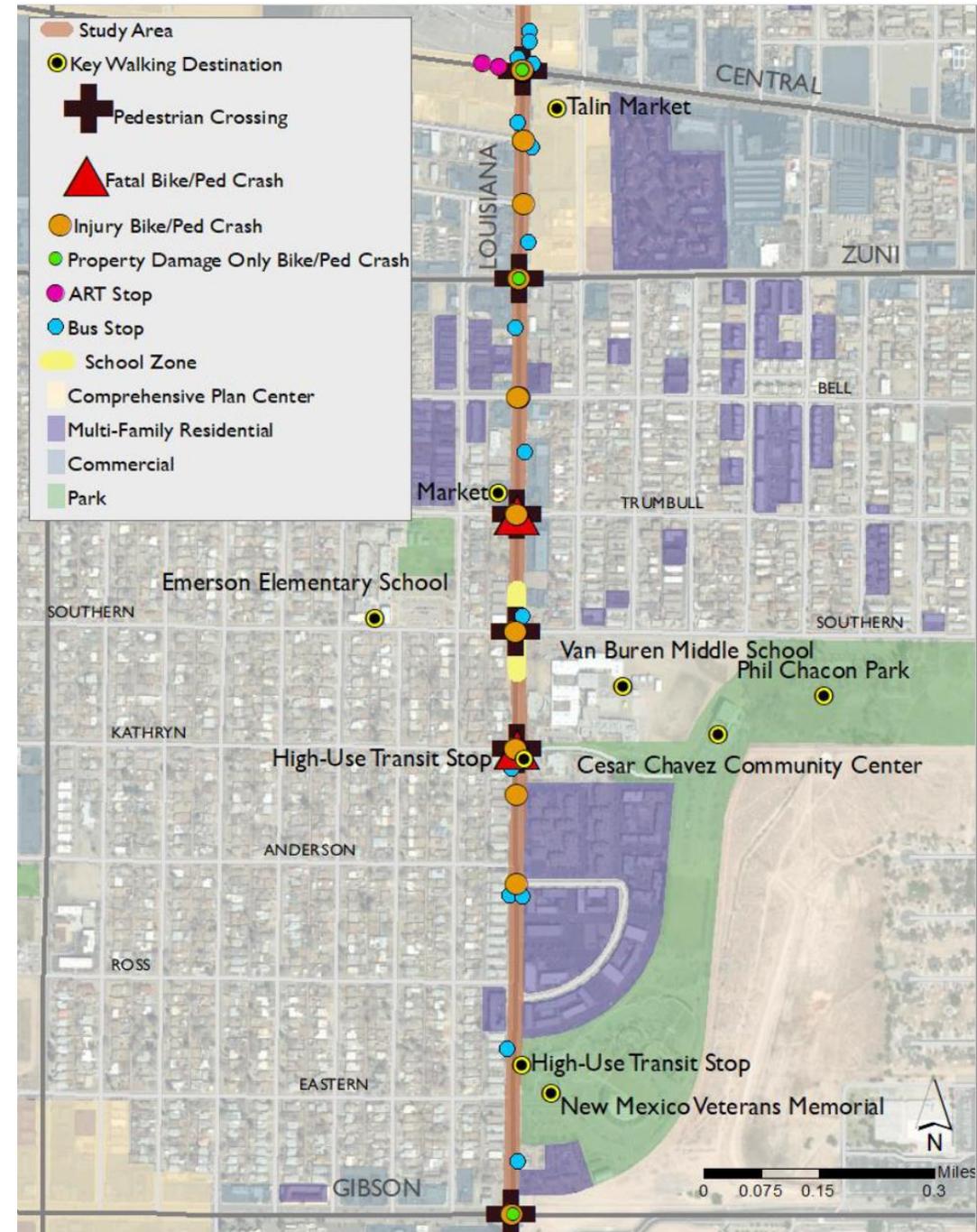
- >0.8 - 1 (High Vulnerability)
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Data Source: NMDOT (2015 – 2019)  
Data Analysis: Mid-Region Council of Governments

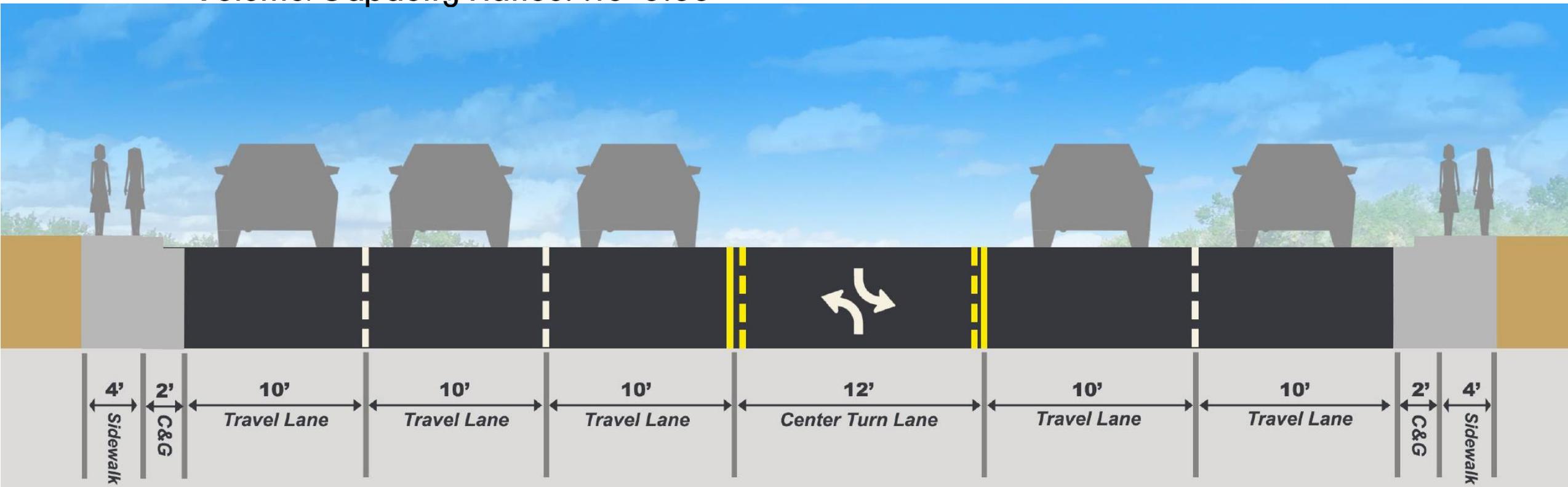
# PROJECT LOCATION

- Study Corridor: Central Avenue to Gibson Blvd
- International District: high rates of walking, biking, transit use
- Mix of residential/commercial uses
- Existing crossings only at signalized intersections



# ROADWAY CONDITIONS

- Major arterial
- Five (5) through lanes and two-way left turn lane
- 35 mph speed limit
- Low congestion levels
  - Volume/Capacity Ratios: .10-0.55

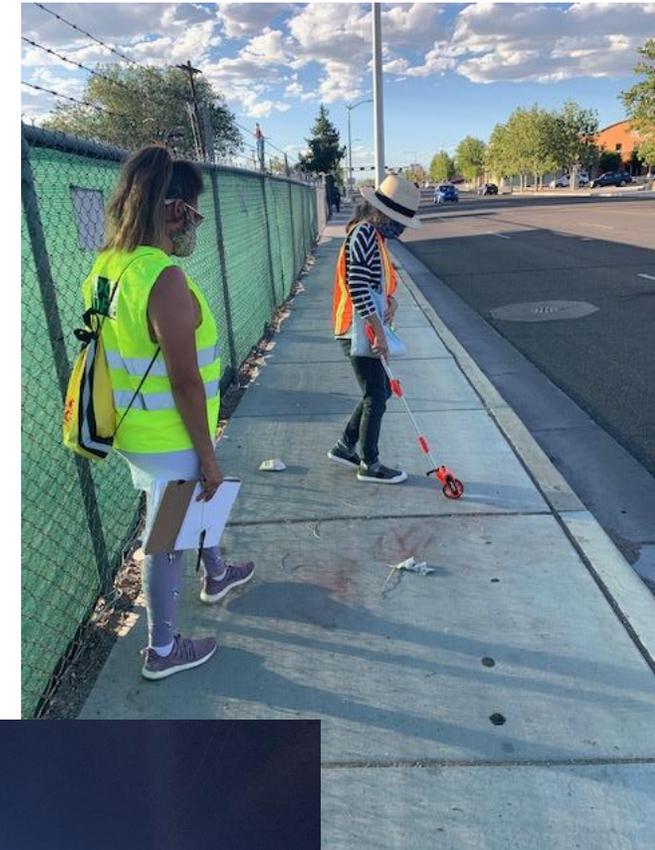


# ROAD SAFETY AUDIT

# ROAD SAFETY AUDIT

- Purpose: Conduct Road Safety Audit (RSA) focusing on pedestrian safety on Louisiana Blvd from Gibson to Lomas
- July 8 – 9, 2020
- Safety Challenges
  - Wide, multilane roadway
    - Increases crossing distances
    - Encourages speed
  - Straight lines encourage speed
  - Traffic volumes significantly below designated capacity, which encourages speed
  - Intersection conflicts
  - Lighting gaps

Further study needed between Central & Lomas



# RSA RECOMMENDATIONS

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- RSA identified 27 near, intermediate, long term recommendations such as:
  - Remove sidewalk wire obstruction
  - Leading Pedestrian Intervals at Trumbull, Southern, Kathryn
  - Refreshing crosswalks
  - Further study road diet
  - Further study mid-block crossing locations with appropriate countermeasure (Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB))
  - Further study additional pedestrian scaled lighting

**NEXT STEPS**

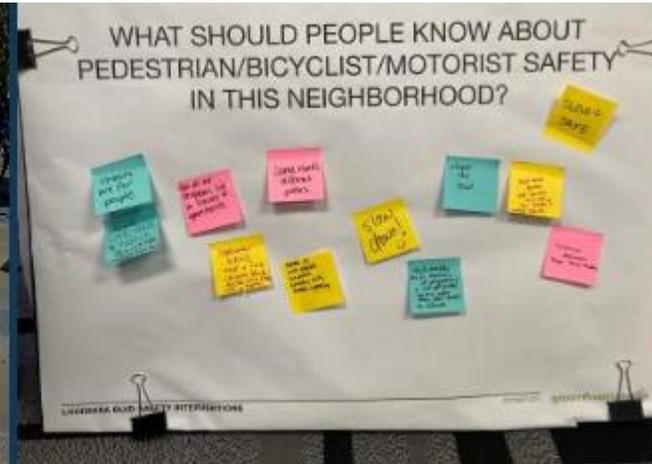
# IMPLEMENTATION

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- ✓ Sidewalk wire obstruction – completed 2020
- ✓ Leading pedestrian intervals (LPI) at Trumbull, Southern, Kathryn – completed 2021
  - LPI safety benefits: 13% reduction in pedestrian-vehicle crashes at intersections\*
- Identify consultant to further study RSA recommendations
- Identify project implementation **phases** & interim interventions while further studying solutions and identifying implementation funding
- Build on recommendations from 2020 Road Safety Audit
- Conduct further community outreach and engagement

# Engagement Outreach & Workshops

- Feedback on safety interventions
- Workshops



# Interactive boards

In order to keep our streets safe, how about helping homeless, how about helping people to get rehabilitation from drugs or other mental illnesses

Taking back safety from crime!

A lot more cops

**People obeying traffic lights**

Better traffic lights

Less needles and drugs

**Slower speeds**

A crosswalk at Louisiana and Continental

Arboles

Mufflers fixed. Noise ordinance enforced by cops

Speeding tickets on Gibson also

The only way to get street is to get rid of all the homeless people and people help for there drug problem

Never give up on yourself

Por los ninos

Por todas las personas

Luminas

Music on the buses

The buses stay clean

Safety at bus stops and on the buses

Noise ordinance - to loud

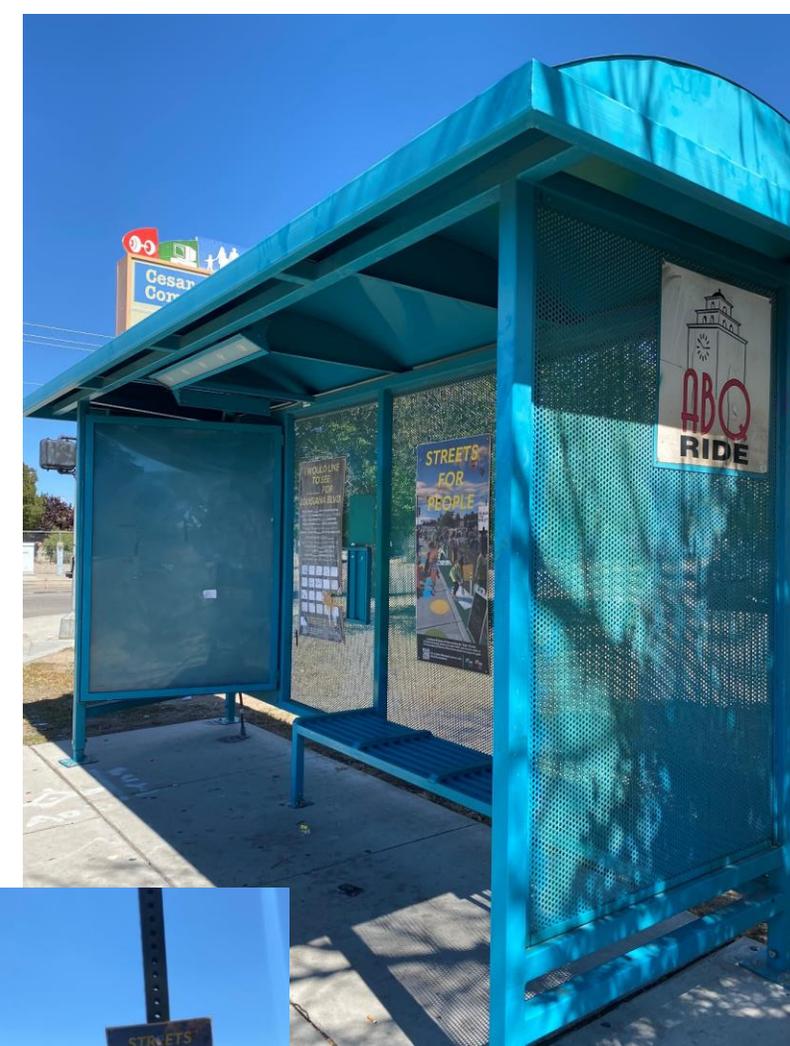
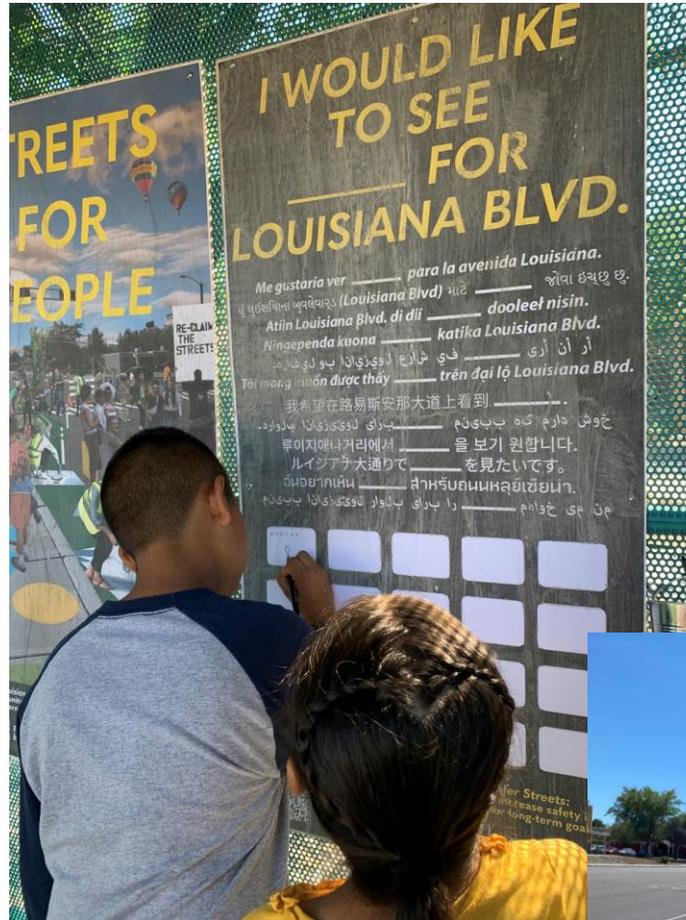
More "creative" lighting for pedestrians (ie neon or LED lighting)

**Less speeding, more crosswalks for kids**

More family activities, safe streets

Free community bike shop

**Safer pedestrian crosswalks**



# ROAD DIET/LANE REDUCTION

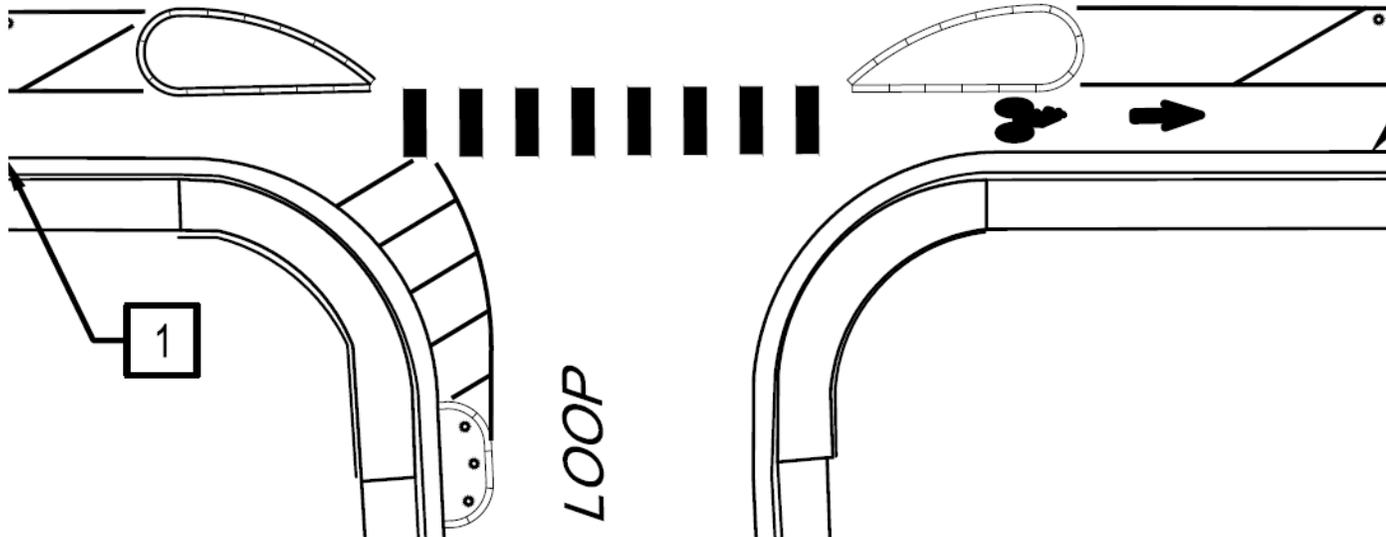
- Kathryn Ave to Central Ave
- 5-lane to 4-lane reduction
- Two-way turn lane
- Add bike lanes
  
- Kathryn Ave to Gibson Blvd
- One lane in each direction with two-way turn lane
- Buffered bike lanes with separation



Road diet safety  
benefits: 4-lane to 3-  
lane road diet  
conversions  
19-47% reduction in  
total crashes\*

# CURB EXTENSIONS

- Painted curb extensions on intersecting side streets where right-of-way is sufficient



# FUTURE UNFUNDED PHASES

- Mid-block crossings with PHB or RRFB
  - Three locations identified:
    - Between Eastern & Ross
    - Between Ross & Anderson
    - Between Bell & Zuni
- Improved delineation for buffered bike lanes
- Additional lighting (lighting analysis in process)
- Widen sidewalks



- PHB safety benefits:
- 55% reduction in pedestrian crashes
  - 29% reduction in total crashes
  - 15% reduction in serious injury and fatal crashes\*

# Louisiana Blvd Vision Zero Improvements

- 2020 Road Safety Audit
- 2021: Implementation of LPIs
  - Trumbull
  - Southern
  - Kathryn
- 2021/2022: Further study and design solutions + community engagement
- 2022: Road diet design
  - Road diet
  - Bike lanes
  - Paint/post curb extensions
- 2023 (tentative): Road diet implementation
- Future unfunded implementation phases
  - Three mid-block crossings with PHB or RRFB
  - Sidewalk improvements
  - Lighting
  - Improved delineation for bike lanes

THANK YOU!

**Valerie Hermanson**

[vhermanson@cabq.gov](mailto:vhermanson@cabq.gov)

**GAATC**

**Bernalillo County Projects 11/14/2022**

Project	Funding	Termini	Description	Status	Project Engineer	Contact	Consultant/ Contractor	Cost
Alameda Drain Trail ph. 4	TAP/ Bonds	El Pueblo to Alameda Blvd	12 ft multi-use trail along the drain and west side of 2nd St NW	Under design	Leila Momenzadeh	<a href="mailto:lmomenzadeh@berncgo.gov">lmomenzadeh@berncgo.gov</a>	TY Lin	\$3.6 million
Alameda Drain Trail ph. 6	TAP/ Bonds	Alameda Blvd to 4th St NW	12 ft multi-use trail along the drain and west side of 2nd St NW	Not yet contracted	Leila Momenzadeh	<a href="mailto:lmomenzadeh@berncgo.gov">lmomenzadeh@berncgo.gov</a>	TBD	\$2.3 million
Sunport Blvd	STPU/ Bonds	Broadway to I-25	Four lane arterial with bike lanes and sidewalks	Under construction	Leila Momenzadeh	<a href="mailto:lmomenzadeh@berncgo.gov">lmomenzadeh@berncgo.gov</a>	BHI	\$22 million
Atrisco Vista Blvd	Capital Outlay	Double Eagle to Paseo del Norte	Two lane arterial with bike lanes and multi-use trail	Design completed	Leila Momenzadeh	<a href="mailto:lmomenzadeh@berncgo.gov">lmomenzadeh@berncgo.gov</a>	Parametrix	\$11.8 million
Blake Rd	TPF/ Bonds	Isleta Drain to Isleta Blvd	Two lane major collector with bike lanes and sidewalks	Under design	Rodrigo Eichwald	<a href="mailto:reichwald@berncgo.gov">reichwald@berncgo.gov</a>	WSP	\$4.5 million
4th St NW Road Diet	CMAQ/ Bonds	Ortega Rd to Alameda Blvd	Four lane to two lane with center turn lane major collector with bike lanes and sidewalks	Not yet contracted	Rodrigo Eichwald	<a href="mailto:reichwald@berncgo.gov">reichwald@berncgo.gov</a>	TBD	\$6.6 million
2nd St SW Corridor ph. 2	FLAP/ Bonds	S. Diversion Channel to Rio Bravo Blvd	Two lane collector with storm drainage and sidewalks	Under design	Rodrigo Eichwald	<a href="mailto:reichwald@berncgo.gov">reichwald@berncgo.gov</a>	HDR	\$12 million
Sunset Rd ph. 2	STPU/ Bonds	Bridge Blvd to Trujillo Rd	Two lane collector with bike lanes and sidewalks	Not yet contracted	Rodrigo Eichwald	<a href="mailto:reichwald@berncgo.gov">reichwald@berncgo.gov</a>	TBD	\$1.5 million
Isleta Blvd Reconstruction ph. 1	STPU/ Bonds	I-25 to Luchetti Rd	Two lane collector with storm drainage, bike lanes, and sidewalks	Under design	Jason Clark	<a href="mailto:jpclark@berncgo.gov">jpclark@berncgo.gov</a>	Wilson	\$9 million
Bridge Blvd ph. 2	STPU/ Bonds	Young Ave to Riverside Drain	Reconstruct four lane arterial with buffered bike lanes and sidewalks	Construction to start winder 2022	Jason Clark	<a href="mailto:jpclark@berncgo.gov">jpclark@berncgo.gov</a>	HDR	\$9.8 million
Bridge Blvd ph. 3	STPU/ Bonds	Goff Rd to Young Ave	Reconstruct four lane arterial with buffered bike lanes and sidewalks. Five points intersection improvements - possible roundabout.	Under design	Jason Clark	<a href="mailto:jpclark@berncgo.gov">jpclark@berncgo.gov</a>	Horracks	\$4.1 million
Dolores Huerta Pedestrian Bridge	TAP/ Bonds	Barelas Bridge over Rio Grande	Pedestrian bridge and overlook attached to south side	Not yet contracted	Jason Clark	<a href="mailto:jpclark@berncgo.gov">jpclark@berncgo.gov</a>	TBD	\$3.7 million
2nd St NW Reconstruction	TPF/ Bonds	Alameda Blvd to 4th St NW	Two lane arterial with bike lanes and sidewalk	Under design	Jason Clark	<a href="mailto:jpclark@berncgo.gov">jpclark@berncgo.gov</a>	HDR	\$1.05 million
Rio Bravo Blvd Gap & 2nd St Intersection	STPU/ Bonds	2nd St to S. Diversion Channel	Intersection improvements at 2nd St SW; widen to six lanes with bike lanes, sidewalks on north, trail on south; trail extension to Railrunner station	Design completed; Construction to start summer 2023	Vincent Bartholdi	<a href="mailto:vbartholdi@berncgo.gov">vbartholdi@berncgo.gov</a>	Parametrix	\$13.6 million
118th St SW Corridor Study	Capital Outlay	Amole Mesa Dr to Eucariz Ave	Establish alignment for new four lane arterial with multi-use trail	Starting	Richard Meadows	<a href="mailto:rmeadows@berncgo.gov">rmeadows@berncgo.gov</a>	Wilson	\$80K
Isleta Drain Trail Master Plan	Capital Outlay	Central Ave to Malpais Rd	Identify location for future multi-use trail along drainage channel	Completed by end of 2022	Richard Meadows	<a href="mailto:rmeadows@berncgo.gov">rmeadows@berncgo.gov</a>	Sites SW	\$100K
Coors Blvd Road Safety Audit (RSA)	HSIP	Gun Club Rd to Blake Rd	Identify safety issues and countermeasures	Completed	Richard Meadows	<a href="mailto:rmeadows@berncgo.gov">rmeadows@berncgo.gov</a>	Lee Engineering	
El Camino Real NHT DCP	NPS			Completed	Richard Meadows	<a href="mailto:rmeadows@berncgo.gov">rmeadows@berncgo.gov</a>	MRWM	