



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

May 8, 2023 | 4:00 – 6:00 PM



Meeting will be held virtually.

No in-person option will be provided this month.

Zoom meetings will be recorded for notetaking purposes.

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

Join by Zoom: <https://cabq.zoom.us/j/84571822606>

Join by Phone: +1 346 248 7799

ID: 845 7182 2606

• Welcome and Introductions

[] Ryan Mast (Acting
Chair/Vice Chair)
NE Quadrant

[] Dr. Naomi George
SE Quadrant

[] Vacant
NW Quadrant

[] Vacant
SW Quadrant

[] Richard Meadows
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 May 8, 2023 Meeting Agenda

• Approval of April 10, 2023 Meeting Minutes

• Public Comments (Public comment is limited to two (2) minutes per audience member)

- Please email comments to Valerie Hermanson (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

- Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled)

• Presentations

- **Bike Gap Closure Project Studies** (San Pedro from Zuni to Claremont, Claremont Bike Blvd from Richmond to Moon, Bear Canyon Arroyo wayfinding), Logan Brandenburg, PE, Bohannon Huston (BHI)

Next Meeting: Monday, June 12, 2023



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- **Morris striping between Candelaria and Menaul**, Tim Brown, PE, Department of Municipal Development, City of Albuquerque

- **Staff Reports**

- Municipal Development (DMD)
 - Engineering
 - Vision Zero
- Council Services
- Parks and Recreation
- Planning
- ABQ RIDE
- Sustainability
- 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:** June 12, 2023, 4 – 6 pm
- **Adjourn**

Next Meeting: Monday, June 12, 2023

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Committee Members Present

Ryan Mast (Acting Chair/Vice Chair)

Josiah Hooten

Richard Meadows

Lanny Tanning

Committee Members Absent

Dr. Naomi George

Aaron Hill

Staff Members Present

Tim Brown (DMD)

Tara Cok (MRCOG)

Valerie Hermanson (DMD)

Albert Lee (Sustainability)

Julie Luna (Bernalillo County)

Jill Mosher (NMDOT District 3)

Whitney Phelan (Parks & Rec)

Jenae Robertson (TYLin)

Cheryl Somerfeldt (Parks & Rec)

Seth Tinkle (Planning)

Visitors Present

Logan Brandenburg (Bohannon Huston)

Dianne Cress (Bike ABQ)

Susan Gautsch (Free-to-Roam eBiking)

Duane Kinsley (Sports Systems)

Ryan Mast called the meeting to order at 4:07 pm

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- **Approval of May 8, 2023 Meeting Agenda**
Richard Meadows (*motion*); Josiah Hooten (*second*)
Yes: Richard Meadows, Josiah Hooten, Lanny Tanning, Ryan Mast
- **Approval of April 10, 2023 Meeting Minutes**
Richard Meadows (*motion*); Lanny Tanning (*second*)
Yes: Richard Meadows, Josiah Hooten, Lanny Tanning, Ryan Mast

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
Please email comments to Valerie Hermanson (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- No written comments were submitted.

- **Motion at June 12 GAATC meeting to amend May 8, 2023, meeting minutes to more accurately reflect Susan Gautsch’s public comments. Updated below.**

Susan Gautsch, Free-to-roam E-biking: I am here to because SB69 was the most recent session that it’s intent, as model legislation was to basically do what 47 other states have in the U.S. have done- that define Class 1, 2 and 3 E-bikes. This was written up as such, as it turned out as it went through the senate judiciary, there was an amendment made that, not only the definition of the bikes remain the same but, unlike 47 other states and amendment was made to prohibit bikes by default Class 2 E-bikes on our multi-use trails. It went to the senate, the senate tried to reverse that amendment, the house passed a 64 to 0 to reverse it, that it would once again be equal [the model legislation would be matching] what 47 other states are already doing. I believe it turned into a political thing as it sat for a while. As it ended, today, Class 2 E-bikes would (which are the most popular- 70% of the E-bikes here in ABQ are of this class) be prohibited from riding on our multi-use trails across NM. What is part of this bill is an area to give local jurisdictions the capacity to default out. But now our state, New Mexico, just for Class 2 does, is requires local jurisdiction to opt-in. I am here today to urge GAATC to urge our City Counsel in ABQ to do the same thing that Santa Fe has already done and make an ordinance that does now specifically allow Class-2 E-bikes on their multi-use trail (basically going back to where it was, prior to all this). I urge GAATC to make a motion that will then urge our City Counsel to do the same.

- Ryan Mast: We have requested for this to be the primary agenda item for the June meeting, so that we can discuss further. Please continue to be involved (Susan) so we can move forward with this.
- Valerie Hermanson: Confirming this will be the agenda item for the June meeting for further discussion. In the past, community members thought

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that Parks and Recreation or City Council had already been working on an e-bike policy and wanted to let everyone know this is not the case. However, if GAATC would like the City to pursue an e-bike definition or policy, GAATC can make a recommendation. Also asked that Whitney from Parks and Recreation provide a presentation at the June e-bike discussion about what Parks is working on.

- Richard Meadows: What is so political and why was it introduced to legislation?
 - Susan Gautsch: I believe it was politically motivated and has little to do with E-bikes. There was number of evidence of power-dynamics within the legislator. It was brought forth by Sen. Peter Worth, the “majority whip” (second most politically powerful person, in NM, next to the governor) - he is an “avid” mountain biker. He had noted, at the very first committee meeting was the Senate transportation, business, and tax- at that meeting he noted that he is an avid mountain biker and does not like people with throttles on the trails while mountain biking. One of the things that I would like to have clarified (because even in the city of Santa Fe, it became a big question), of whether we have clear definitions of what is a trail and what is a path. There could have been just lack of clarity in how this all started. There was an ordinance that was already done that does reverse that enables Class 2 E-bikes on multi-use trails, but, the word path and trail are being used interchangeably- we have mix-use, multi-use, path, trail, protected, non-protected. I only know with a few email exchanges up from the folks up in Santa Fe, the Bike Pedestrian Advisory Committee that there seems to be lack of clarity of the definition of what these things are. So, that could have come into play but the house voted to reverse the amendment that Peter Worth did and insisted upon when it went to the senate judiciary. But he is the most powerful legislator there is. There seems to be lack of clarity that came into play. Then house voted the amendment when sent to judiciary then became political.
 - Duane Kinsley, Owner of Sports Systems ABQ Bike Shop: We sell Class-2 e-bikes. If the State banned these bikes, they would be forced to ride on the street instead of a safe trail and it would be difficult for people to buy them. I would go out of business and it would harm tourism, as people like to rent these. The legislation could be devastating.
 - Ryan Mast: Committee is interested in supporting this and moving this forward within the City. Please let others know this will be on the agenda for discussion at the June meeting.

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- **Discussion / Action Items**

- Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled).
 - No additional committee vacancies have been filled at this time, so there are no updates.

- **Presentations**

- **Bike Gap Closure Project Studies** (San Pedro from Zuni to Claremont, Claremont Bike Blvd from Richmond to Moon, Bear Canyon Arroyo wayfinding), Logan Brandenburg, PE, Bohannon Huston (BHI)
 - Background of Bohannon Huston: Involved in studies for the City related to citywide bike network to identify and rank improvement projects related to the bike network. This committee worked extensively on assisting with prioritizing that list.
 - Overview: Currently working on a scope report that takes higher ranked projects and identifies recommended improvements. The studies are currently draft and the City and BHI are interested in GAATC's input before finalizing the studies.
 - At this time, no funding to implement these projects has been identified.
 - Three Project Locations:
 - 1. (Osuna Location) Bear Canyon Arroyo Trail between North Diversion Channel and Arroyo Del Oso Golf Course; segment along Osuna Road between Brentwood Place and Seagull Street
 - *Scope of Work:*
 - includes wayfinding signs along Bear Canyon Trail to help navigate through bike system- between North Diversion Channel Trail
 - enhancements to midblock crossing @ Jefferson Street- enhancements to signage and additional crosswalk stripping
 - how to get continuous bike lanes through Osuna/San

Mateo- close gaps that are in between bike lanes, widening roadway and provide a shared-use line of the intersection. Major right-of-way challenges.

- 2. Claremont Avenue between Richmond and Moon Street
- *Scope of Work:*
 - Creating a bike boulevard
 - How to get continuous bike lanes between Claremont/Carlisle intersection- shared use lane with a bike route delineated along left-hand edge of the through-

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- right lane.
- What application of midblock crossing can we recommend at 5 other roadways that intersect Claremont-Pennsylvania, Louisiana, San Mateo, San Pedro and Wyoming (none are currently signalized). Using the City's Bikeway and Trail Crossing Guide, identified recommend treatment for these mid-block crossings, which consider traffic volumes and speeds.
 - High-Intensity Activated CrossWalk (HAWK) at San Mateo and Wyoming
 - Rectangular Rapid Flashing Beacon (RRFB) recommended at San Pedro and Louisiana
 - Crosswalk Striping and Signage recommended at Pennsylvania.
- 3. Along San Pedro between Bell Street (south of Zuni) up to Claremont
- *Scope of Work:*
 - Evaluating existing ROW **first** to conclude how to implement continuous street bike lanes- road widening would be a possibility but is timely, very costly, and it's not practical.
 - If first option does not work then, by evaluating potential road diet- maintain 2 NB lanes and eliminate one of SB lanes and use width to fit bike lanes into roadway, shifting striping.
- Questions/Comments for **Bike Gap Closure Project Studies Presentation-** Logan Brandenburg, BHI
 - Richard Meadows: Great presentation and exciting projects to implement! With the bond package that is going to the voters this fall, 5% is going to bikeways/trails, can this be used for funding for these projects?
 - Valerie Hermanson: I would prefer to defer to Debbie Bauman who manages DMD's federal funding. However, my understanding is that the 5% allocated from the GO Bond for bike/ped projects is typically what the City uses for match on federally funded projects with bike/ped, so these funds might already be programmed. It's also important to note that this GO Bond will go to voters in the fall for final approval. Has already invited Debbie to a future meeting to discuss the GO Bond and federal funding with GAATC.
 - Ryan Mast: For the Osuna study, one thing I find helpful is when you have the bike level signals to push to get the signal. For example, at westbound Campus and Girard there is a bike button that can be safely reached.
 - Logan Brandenburg: Excellent advice on that, thank you Ryan.
 - Ryan Mast: Another thought is the Bicycle Blvd- why do we set it at 18 MPH?
 - Logan Brandenburg: I'm not sure, I just know it is to prioritize bicyclists

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- and get the attention of the motorists as well, so they are more aware-more of an “engineering” thing. Val?
- Valerie Hermanson: The City’s first bike boulevards were implemented around 2007 or 2008 and before my time at the City. However, my understanding is that the intent of 18 mph speed limit was to prioritize bicycle travel on the bike boulevards and also alert drivers to people bicycling. I know there have been recent concerns with the 18 mph speed limit because it does not meet the Manual on Uniform Traffic Control Devices (MUTCD) and creates challenges for the City. The City has recently been doing more research on this and whether or not to make bike boulevards 15 or 20 mph. We can bring this item to future GAATC meeting for further discussion because we’re working on a bike blvd toolkit and also updating the Bikeway and Trail Facilities Plan. Jill has her hand raised too and might be able to provide more insight.
 - Jill Mosher: Agree with Val that she covered everything. But FHWA has sent a letter complaining about it because it jeopardizes federal funds the City receives. If it decided to go forward, you would need to change the signs to be MUTCD compliant or it won’t be able to receive federal funds. FHWA was upset enough to threaten to pull federal funds from the City.
 - Ryan Mast: I am a fan of calling things out and creating a lot of attention for bicycle safety but if it needs to be dropped to be compliant to 15 mph, I think that is best to also not jeopardize any federal funding.
 - Whitney Phlelan: Tim and I discussed this. The broader wayfinding strategies to find ways to connect trails should also have MUTCD-compliant signs. A fun and nerdy idea would be an atomic number for Silver to be a symbol for Bike Blvd on Silver.
- Ryan Mast: Since there is no immediate funding tied, where do the recommendations go?
 - Logan Brandenburg: We have been scoped to finalize report and submit to Debbie Bauman and Valerie with DMD and they will decide on how to proceed with the recommendations and how to identify implementation funding.
 - Ryan Mast: Will there be estimated costs included?
 - Logan Brandenburg: Yes, this will include estimated costs for all alternatives along with recommendations.
 - Steve Pilon: Can you address why we want to implement HAWK signals instead regular green, red, yellow signals? This confuses the drivers more. Why is there no user-activated stop light when trail crosses Jefferson? There are 4 lanes that need protection. Why is the improvement limited to not putting a light?
 - Logan Brandenburg: Traffic signals have to go through warrant analysis that a conventional traffic signal is warranted. Previous studies conducted that HAWK signals were warranted and not traffic signals at

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this location. We used the City's Bikeway and Trail Crossing Guide to identify the appropriate countermeasures (PHB/RRFB/etc.) for these uncontrolled locations. It depends on the number of travel lanes, vehicle speeds, and volumes.

- For San Pedro in front of the mall, signals are interconnected, they would need to be tweaked to optimize performance.
- These 3 locations were chosen based on the list GAATC evaluated and these are projects GAATC prioritized as having a big impact to improve bike accessibility.
- Susan Gautsch: The lack of user-initiated signaling on Wyoming along Montano trail seems disastrous. What is reasoning that behind that?
 - Logan Brandenburg: I'm not familiar with that area and I would have to look into that location.
 - Susan Gautsch: Green paint has changed the way of drivers in LA and is very expensive.
 - Valerie Hermanson: This location is not in the study we're discussing. To discuss this further, I recommend it be on the agenda for a future meeting.
- **Morris striping between Candelaria and Menaul**, Tim Brown, PE, Department of Municipal Development, City of Albuquerque
 - Morris between Menaul and Candelaria was 2 lane road with bike and parking lanes, rehabilitated with old asphalt put out and new surfacing realizing that measuring the road, possibility to have narrow driving space, narrow bike lanes or narrow parking lanes but would not be able to have all 3 to specifications. Decided on narrow driving space.
 - Currently on Morris- 8-foot-wide parking lane and 16-foot driving space.
 - Concerns and Complaints:
 - Motor vehicles parked on bike lanes crossing over to the driving lane, rather than in parking lane.
 - Close calls to crashes because of narrow roads
 - Possible solutions:
 - New striping
 - Goal:
 - Get people to slow down
 - All 3 lanes for bikes, parking and driving lane.
- Questions/Comments for **Morris striping between Candelaria and Menaul**, Tim Brown, PE, Department of Municipal Development, City of Albuquerque
 - Ryan Mast: I frequently use this road as a motorist and bicyclist. As a motorist, the lack of the center lane tends to keep you more aware/attentive driving. As a cyclist, I don't have any real concerns and haven't had any close calls. Bigger issue is the intersection at the lights during rush hours or school hours, there aren't turn arrows. Is there a solution for this?

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- Tim Brown: There are ways to give pedestrians a jump. If left traffic turning goes first, sneak in after to cross. I don't know if there is a way to have a signal put in for cyclists. I can look to see how we can improve this (detection system, controller, etc.) and see if the technology exists.
- Ryan Mast: If this cannot be retrofitted, maybe there are even upgrades that can be implemented when things need to be replaced.
- Tim Brown: New detection delineates between cars and peds and can say what is crossing and give the respective amount of time before the signal changes. I will check for a bike jump.
- Steve Pilon: Why does there need to be a parking lane? There are plenty of other places to park.
 - Tim Brown: I found I can get easier buy-in for homes if parking is provided on both sides for people that use the street every day. Parking is regularly used on both sides of the street since a lot of homes only have single parking driveways and garages. With a neighborhood like this, parking is utilized. The idea was also to give homeowners parking, along with bike lanes to result in more slower and careful driving.
- **Staff Reports**
 - Municipal Development (DMD)/Vision Zero, Valerie Hermanson: We've completed design for the Louisiana Blvd Vision Zero Traffic Safety Project and expect to bid this project out soon. The next phase which will be adding three pedestrian hybrid beacons (PHBs) at three midblock crossings is currently in design.
 - The website for the Bikeway & Trail Facilities Plan Update is live: <https://www.abqbikeplan.com/>
We also have a survey open through the end of the month where folks can share their thoughts on general biking priorities and use an interactive map to identify specific locations where you would like to see improvements.
 - English: <https://live.metroquestsurvey.com/?u=x6i8c#!/?p=web&pm=dynamic&s=1&popup=WTD>
 - Spanish: <https://live.metroquestsurvey.com/?u=0c7k#!/?p=web&pm=dynamic&s=1&popup=WTD>
We're also asking questions about e-bikes within the survey.
 - On Wednesday, May 10 from 12 – 1, we will have a public meeting via Zoom only.
 - On Thursday, May 11, from 5:30 – 7 pm will have an in-person only public meeting at MRCOG's offices at 809 Copper Ave NW 87102. Open house from 5:30-6 with a presentation at 6 pm.
 - We'll also have project team members at the Downtown Growers Market Bike Valet on May 20 and May 27. A big thank you to Downtown MainStreet and Bob Tilley for hosting us. Also, a big thank you to Lanny

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and Bike in Coffee where we'll have team members also on May 20 and May 27. All this information can be found on the website.

- We'll also have team members at pop-up tables as part of Bike to Wherever Day which is on Friday, May 19. Find a pop-up table near you and also commit to ride at: <https://bikethrurburque.com/>

- Council Services: No updates.

- Parks and Recreation, Whitney Phelan:
 - In the process to look at definitions for multi-use trails or shared use paths and will present more on this at the June meeting.

- Parks and Recreation, Cheryl Somerfeldt:
 - Tom Bolack Trail Extension starting construction sometime this week-adding a trail to the dog park and ends in a loop then connects to San Pedro. This will be closed for a couple of weeks.
 - North Diversion Channel Project: in beginning stages, looking to repave Indian School south to underpass and adding railing due to steep slopes. Still getting approval as it is federal funding. Target timeline to start construction is about a year. Expecting design in about 6 months.

- Planning, Seth Tinkle:
 - SW Mesa CPA Assessment should wrap up next month. First 3 sections and other sub-sections are ready for review online.
 - Central ABQ CPA team is collecting input on community priorities for people who live, work, or play downtown; surveys are available.
 - East Gateway CPA kickoff May 16th, 6:00PM to 8:00PM @ Manzano Mesa Multi-Generational Center. Virtual kickoff zoom is May 17th, 11:30AM to 1:00PM. Links below.
 - <https://cpa.abq-zone.com/southwest-mesa-public-engagement>
 - <https://survey123.arcgis.com/share/342dc7a5b2f84e70a7e6bfdae97b4838>
 - <https://cpa.abq-zone.com/east-gateway-cpa-kick>

- ABQ Ride, Carrie Barkhurst: No updates

- Sustainability, Albert Lee:
 - Climate Action Plan (CAP) Community Engagement Meeting about Electric Vehicles and Buses Public survey open until May 31 and YouTube video available on website

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<https://www.cabq.gov/sustainability/climate-action-plan#CAP-community-engagement>

- Chris Payton gave a recent plan with consultant about zero emissions transition plans for transit fleet. About types of vehicles and challenges of electric busses and other technologies like hydrogen fuel cell (longer term). If interested, you can watch the video on the site above.
- Bernalillo County, Julie Luna:
 - Updating the Pedestrian/Bicyclist Safety Action Plan similar to COA bikeway & trails facility plan. Two major planning efforts.
 - Every two years, federal funding becomes available. Three projects have been chosen to be funded:
 - 1) Second Street, South of Rio Bravo between south diversion channel and Rio Bravo- installing sidewalks
 - 2) Barcelona Rd in South Valley- reconstructing road, sidewalks and bike lanes
 - 3) Atrisco Vista Blvd, North of Shooting Range Road- include bike lanes and multi-use trails
- MRCOG, Tara Cok:
 - Updating Regional Transportation Safety Action Plan (RTSAP) started last month.
 - End of May MRCOG is hosting a three-day training for local agency staff members to a FHWA safety action plan training at MRCOG
 - Outreach opportunities for the public, will keep updated on this.
- NMDOT District 3, Jill Mosher: No updates
- **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.
 - Steve Pilon: Has any progress been made for the Class 2 e-bikes being on the trail? Also, I wish there was some way to have a dialog rather than 1-way communication. I had follow-up questions for the treatment of mid-block crossings to be consistent and wanted to know what process was used for criteria and if GAATC should be looking into to lower requirements needed to get lights at mid-block crossings. Everyone thinks the block consists of 2 stoplights. Very little chance for dialog when limited to 1 way

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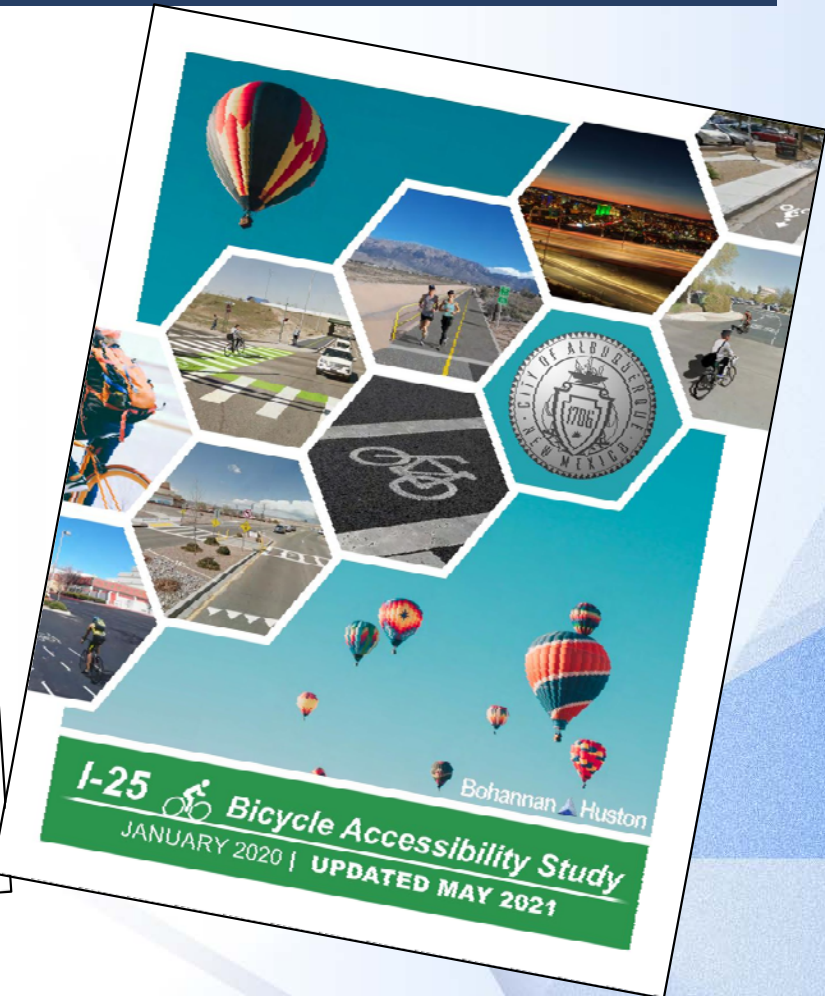
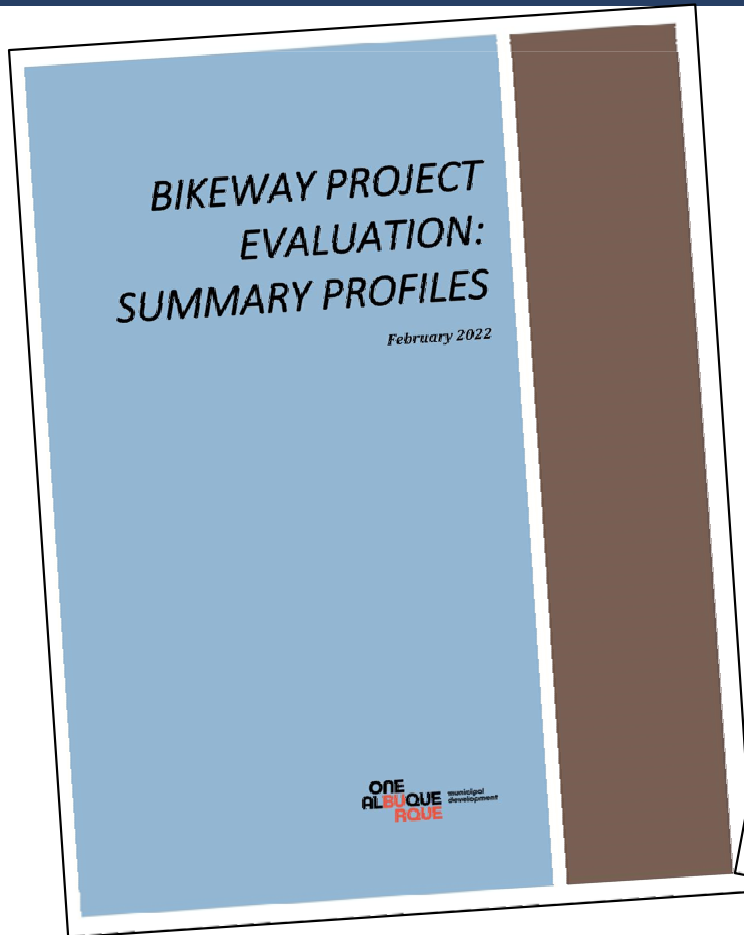
communication.

- Ryan Mast: We will have an e-bike discussion for GAATC's June meeting. And I will work with Val about the mid-block crossings to have a better discussion in the future.
- Lanny: If the city could send us the Open Meetings Act to have discussion about what has happened rather than going back to something that has happened years ago.
 - Ryan Mast: When Val sends out the request for agenda items, GAATC members need to request agenda items or items we'd like an update on and then staff can provide the update in their staff report. Asking for it in advance of the meeting will also give staff time to find out specific answers to questions or to gather information to provide a more complete update.
- **Next Meeting:** June 12, 2023, 4 – 6 pm
- **Meeting adjourned at 5:40 pm.**

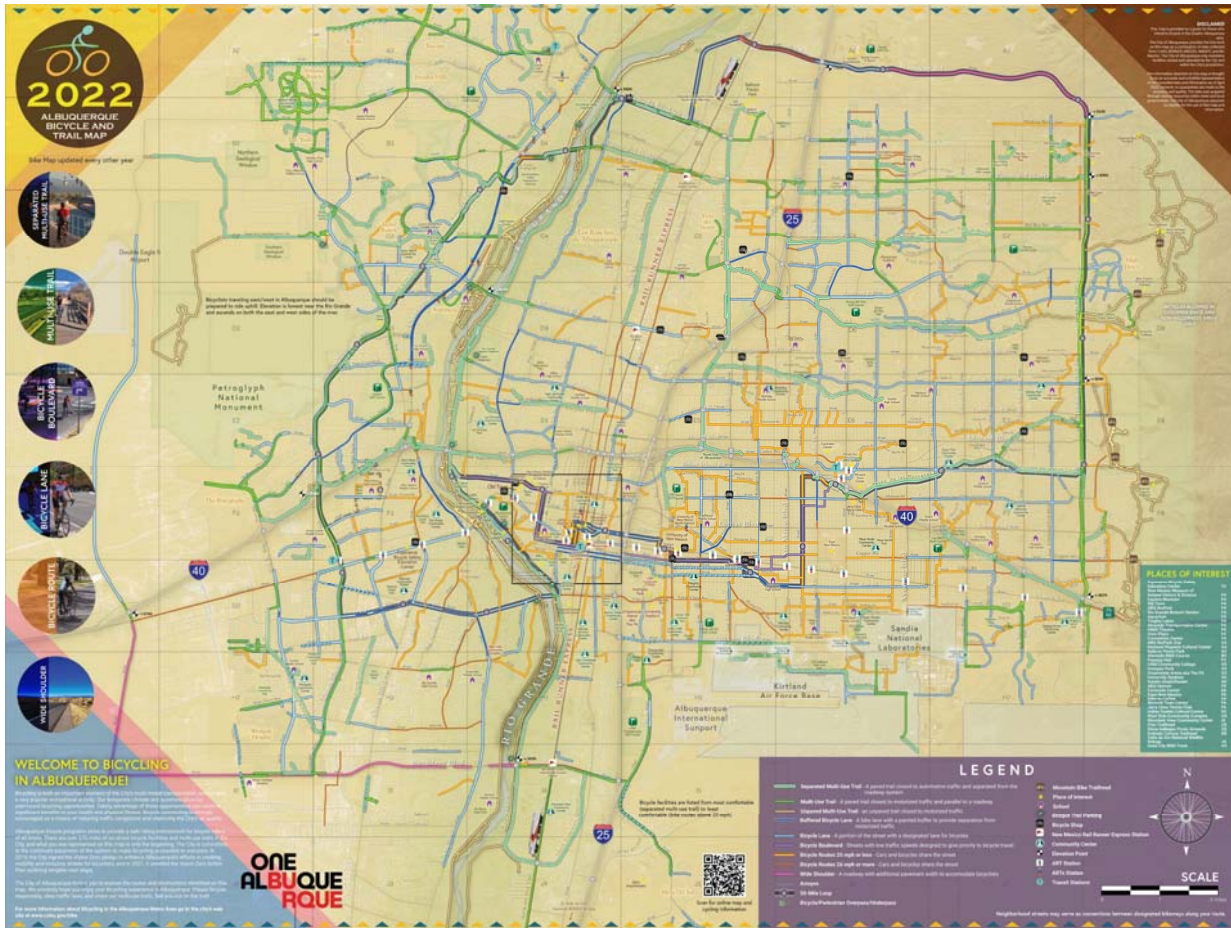
Gap Closure for On-Street Bicycle Facilities

Osuna/Claremont/San Pedro
Scoping Report Update

Project History



Project Locations



Project Locations



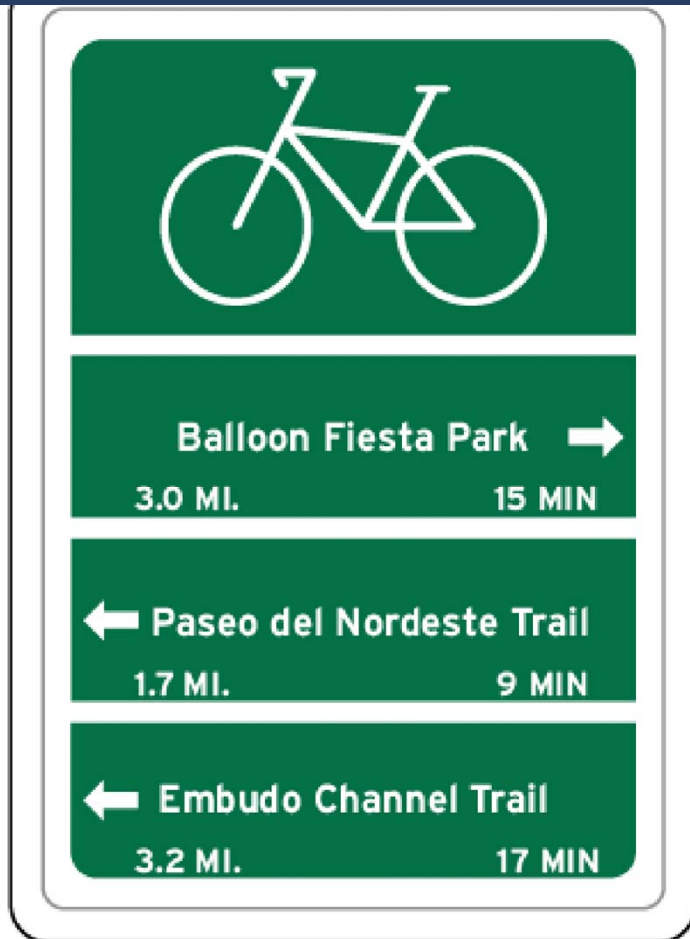
Osuna



Scope of Work

- Wayfinding Signs
- Midblock crossing enhancements
- Continuous bike lanes through Osuna/San Mateo intersection

Osuna



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Osuna

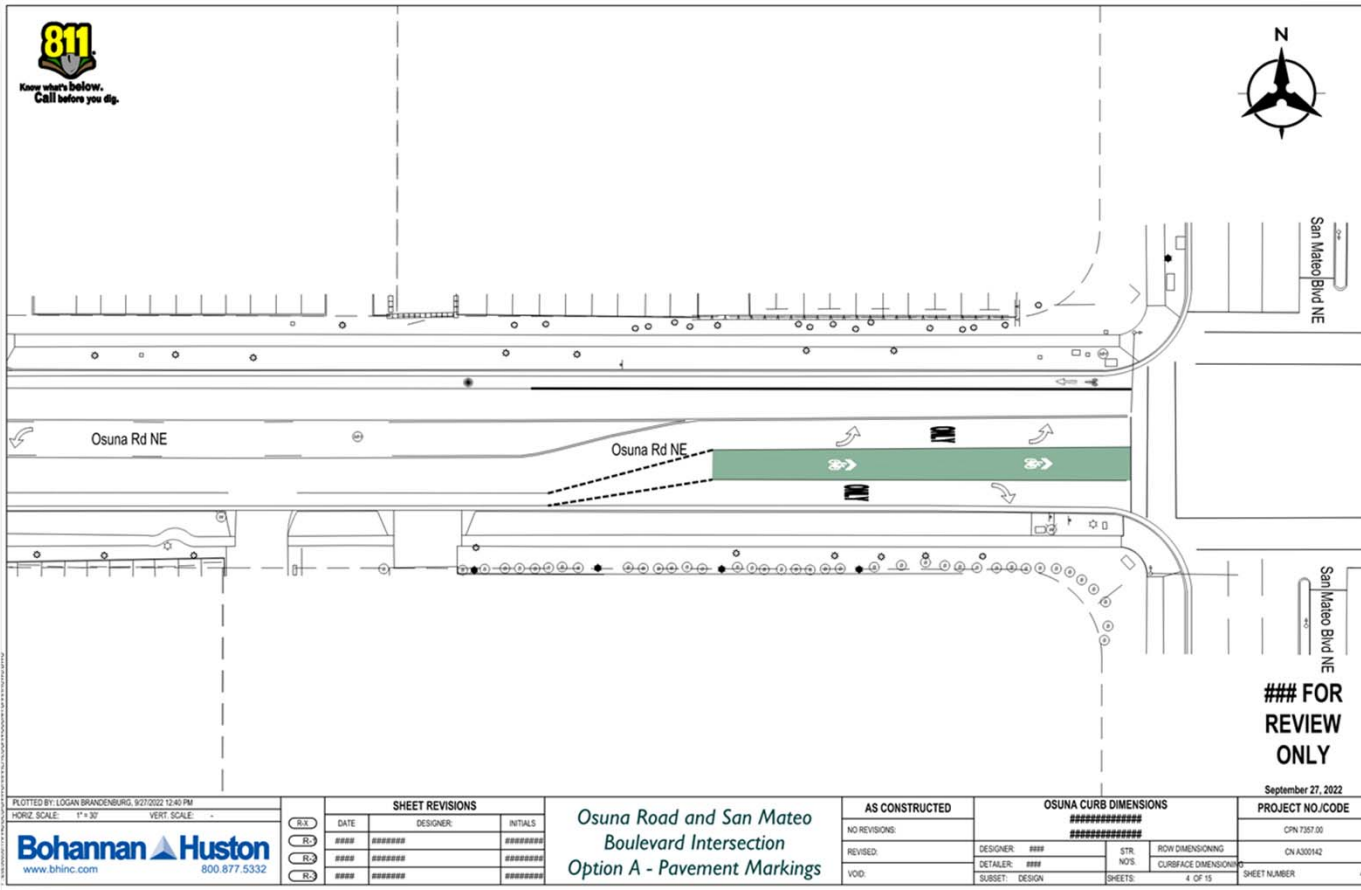


Scope of Work

- Wayfinding Signs
- Midblock crossing enhancements
- Continuous bike lanes through Osuna/San Mateo intersection



Osuna



Scope of Work

- Wayfinding Signs
- Midblock crossing enhancements
- Continuous bike lanes through Osuna/San Mateo intersection

PLOTTED BY: LOGAN BRANDENBURG, 9/27/2022 12:40 PM
 HORIZ SCALE: 1" = 32' VERT SCALE: -
Bohannon & Huston
 www.bhinc.com 800.877.5332

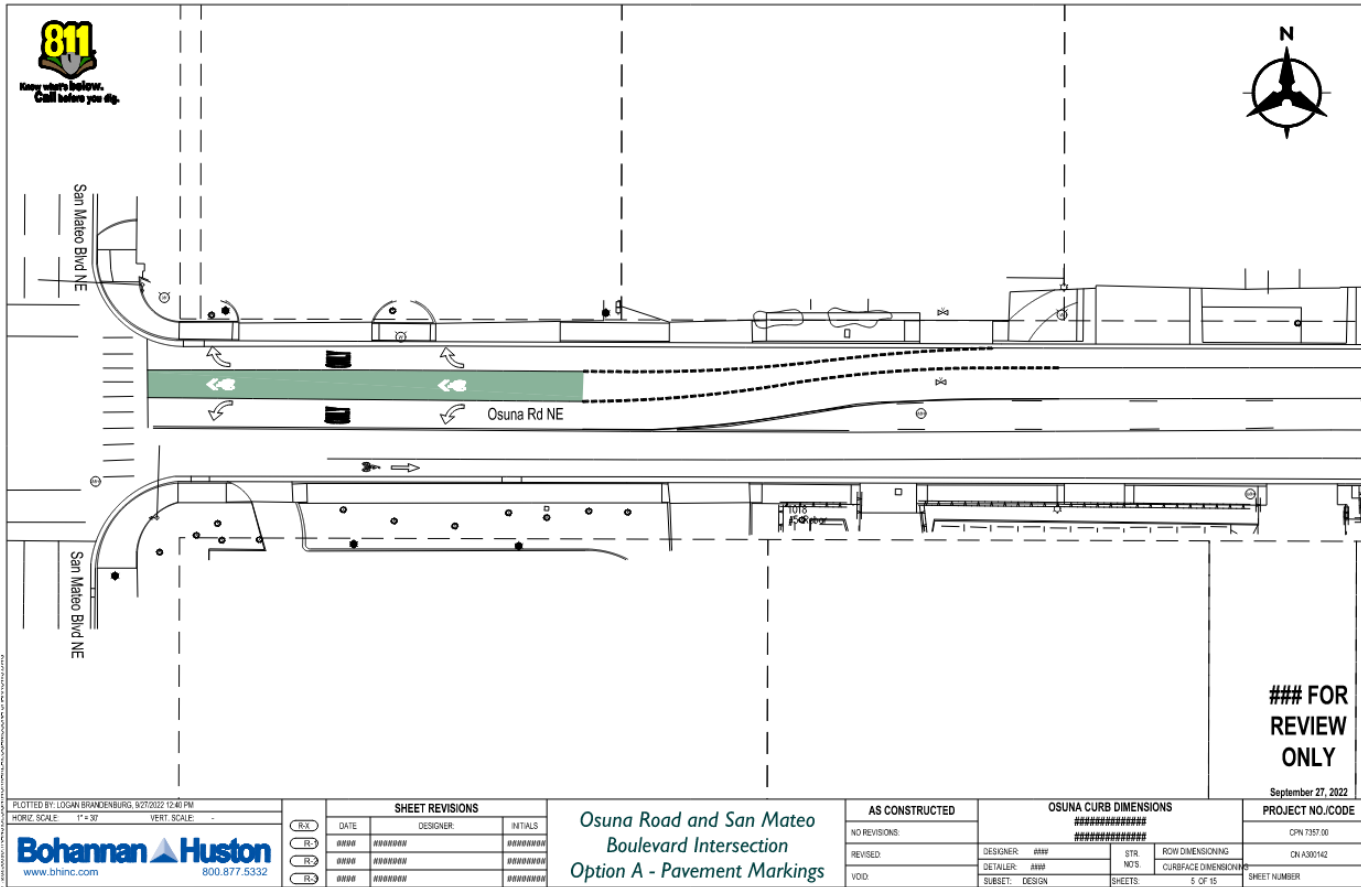
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02	###	#####	#####
03	###	#####	#####

**Osuna Road and San Mateo
 Boulevard Intersection
 Option A - Pavement Markings**

AS CONSTRUCTED		OSUNA CURB DIMENSIONS		PROJECT NO./CODE	
NO REVISIONS		#####		CPN 7357.00	
DESIGNED	DESIGNER: ###	STR	ROW DIMENSIONING	ON A300142	
REVISIONS	DETAILER: ###	NOTS	CURBSIDE DIMENSIONING		
VOI:	SUBSET DESIGN	SHEETS:	4 OF 15	SHEET NUMBER	4



Osuna



Scope of Work

- Wayfinding Signs
- Midblock crossing enhancements
- Continuous bike lanes through Osuna/San Mateo intersection

PLOTTED BY: LOGAN BRANDENBURG, 9/27/2022 12:40 PM
 HORIZ. SCALE: 1" = 30' VERT. SCALE: -
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SHEET REVISIONS			
REV	DATE	DESIGNER	INITIALS
01	###	###	###
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**Osuna Road and San Mateo
 Boulevard Intersection
 Option A - Pavement Markings**

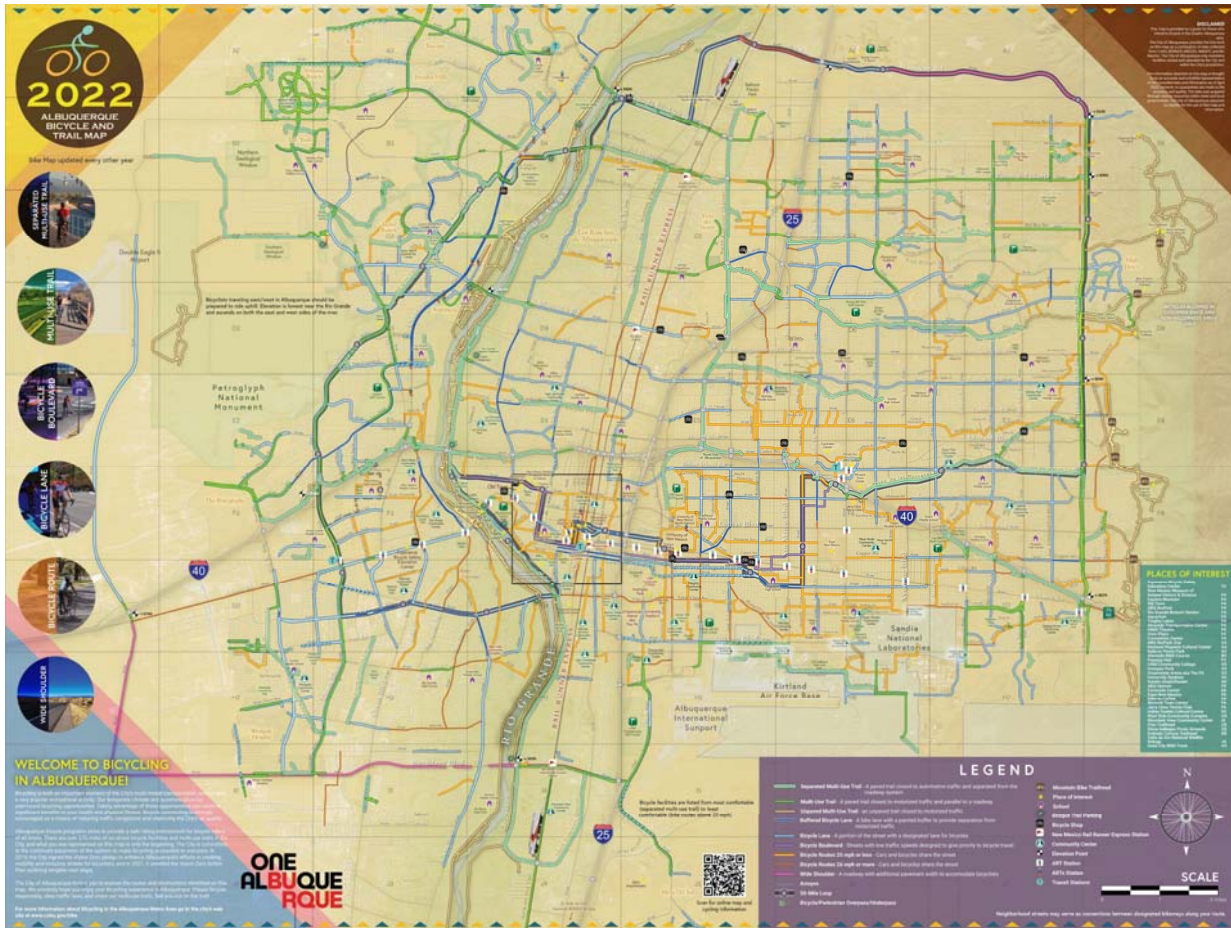
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OSUNA CURB DIMENSIONS			

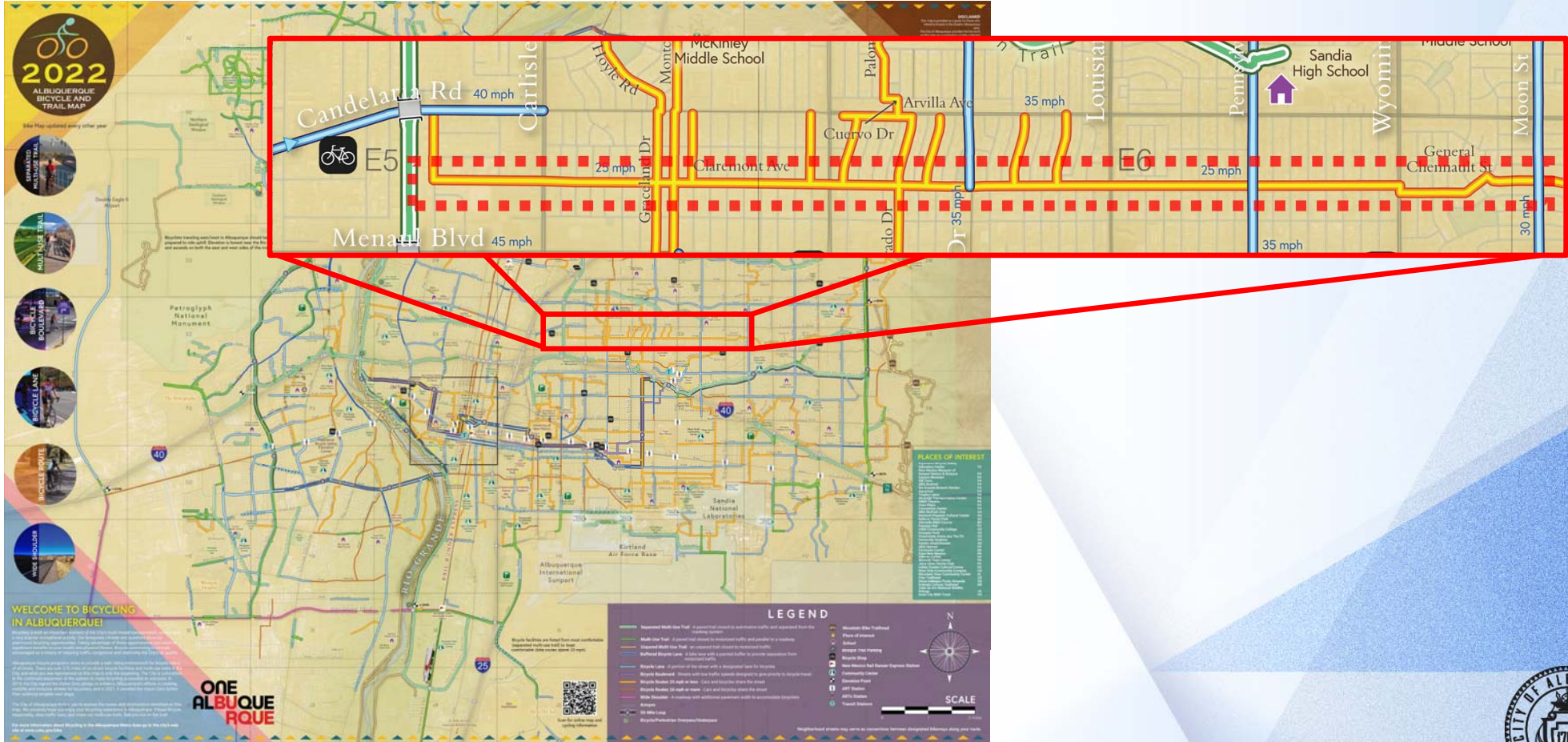
DESIGNER: ###	STR. NO'S	ROW DIMENSIONING	PROJECT NO./CODE
DETAILER: ###		CURBSIDE DIMENSIONING	CPN 7357.00
SUBSET: DESIGN	SHEETS: 5 OF 15		ON A30142
			SHEET NUMBER 9



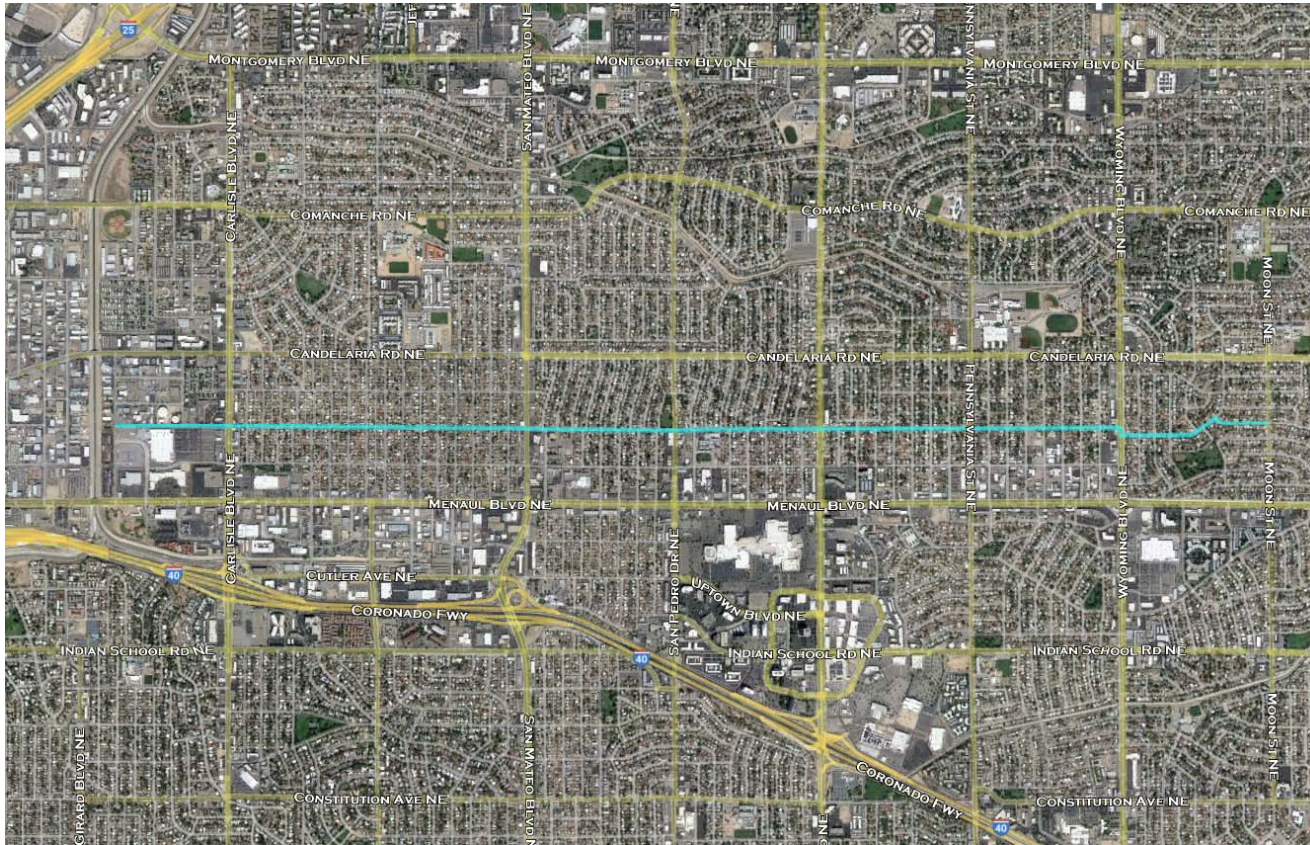
Project Locations



Project Locations



Claremont



Scope of Work

- Bike Boulevard Signing and Striping
- Continuous bike lanes thru Claremont/Carlisle intersection
- Midblock Crossing Recommendations

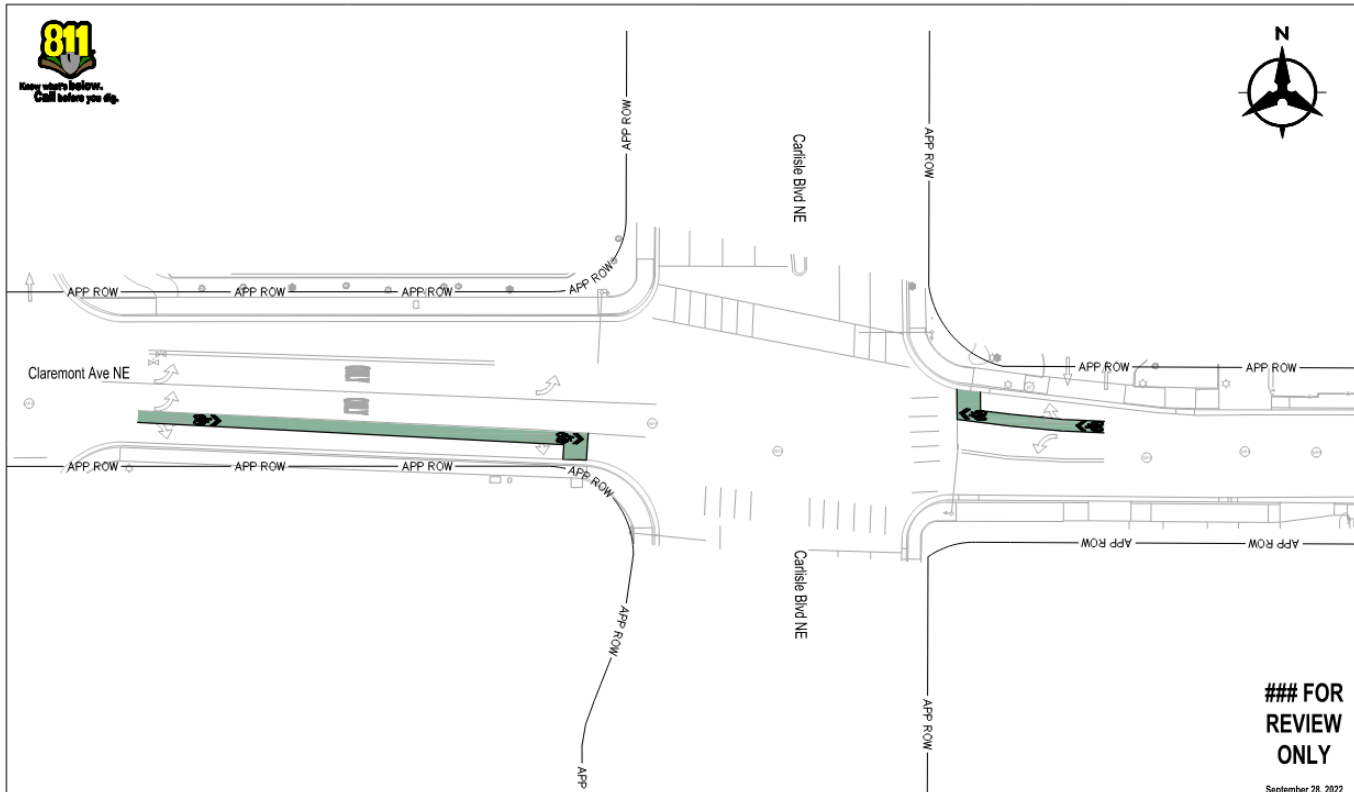
Claremont



Scope of Work

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Claremont



Scope of Work

- Bike Boulevard Signing and Striping
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FOR REVIEW ONLY

September 28, 2022

PLOTTED BY: LOGAN BRANDENBURG, 9/28/2022 2:10 PM HORIZ. SCALE: 1" = 30' VERT. SCALE: -		SHEET REVISIONS		AS CONSTRUCTED		OSUNA CURB DIMENSIONS		PROJECT NO./CODE	
Bohannon & Huston www.bhinc.com 800.877.5332		DATE: DESIGNER: INITIALS:	Claremont Avenue and Carlisle Boulevard Intersection Option B - Shared Use Lane		NO REVISIONS:	***** *****		CPM 7357.00	
[C]	[X]	[]	[]	[]	REVISIONS:	DESIGNER: ###	STR: 10'S	ROW DIMENSIONING:	ON A300142
[]	[]	[]	[]	[]	VOID:	DETAILER: ###	CURBSIDE DIMENSIONING:	SHEETS: 4 OF 15	SHEET NUMBER: 4



Claremont

High-Intensity Activated
CrossWalk (HAWK) Signal



Rectangular Rapid Flashing
Beacon (RRFB)



Crosswalk striping & Signage

Scope of Work

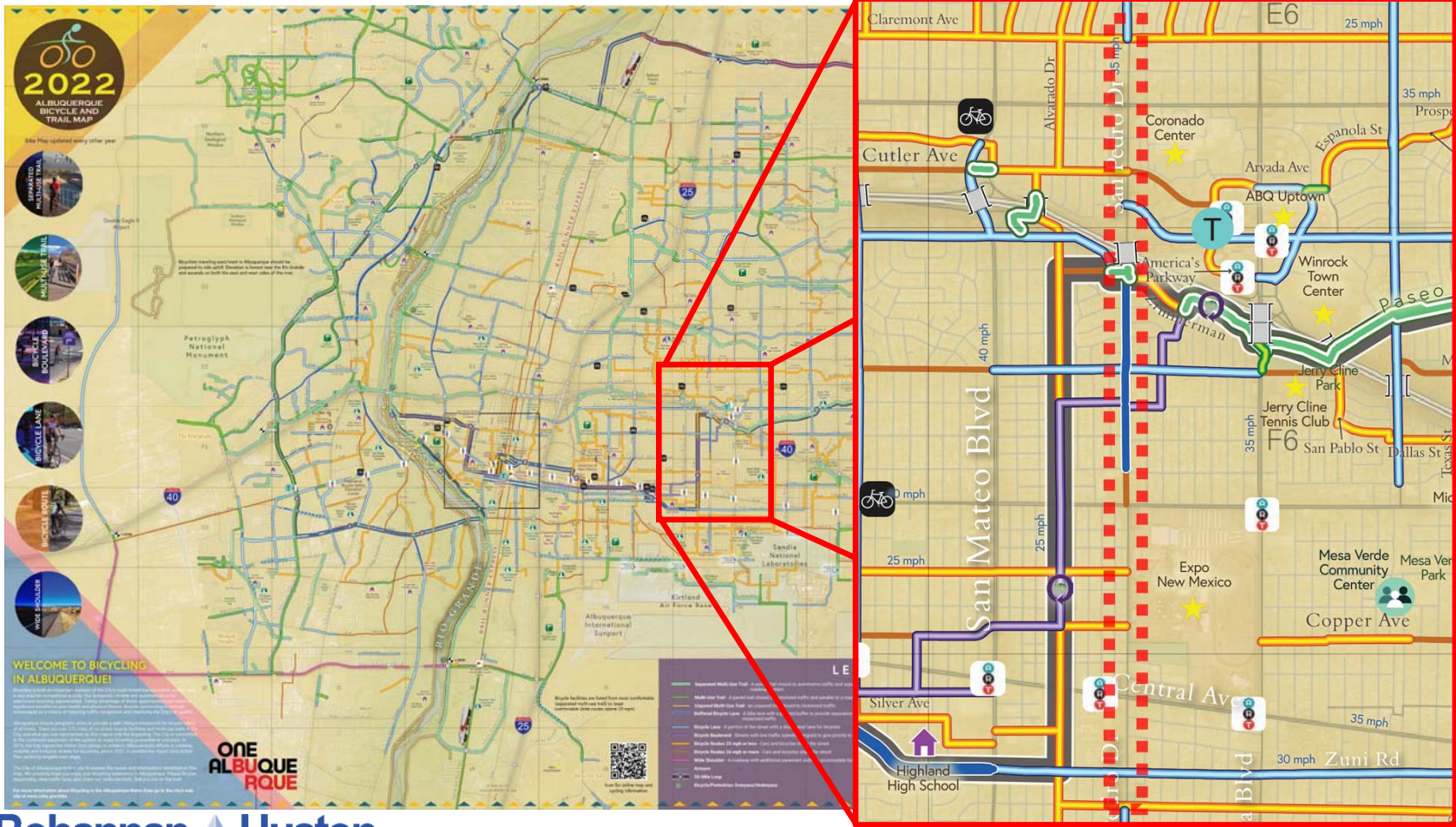
- Bike Boulevard Signing and Striping
- Continuous bike lanes thru Claremont/Carlisle intersection
- Midblock Crossing Recommendations



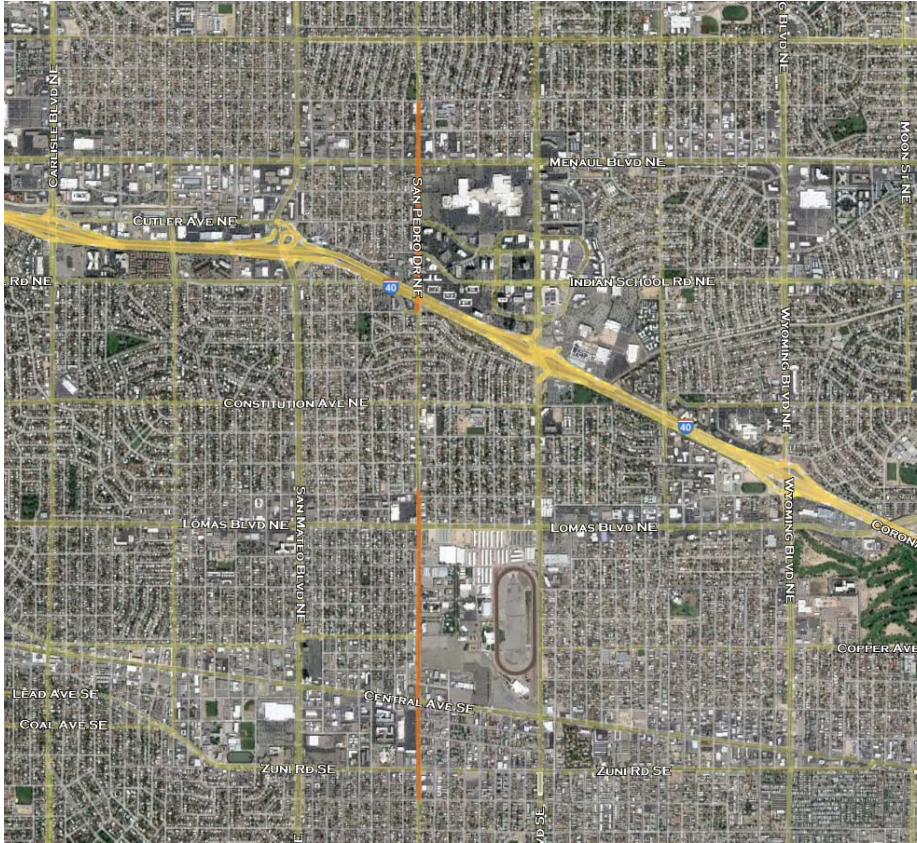
Project Locations



Project Locations



San Pedro



Scope of Work

How to implement continuous on-street bike lanes by:

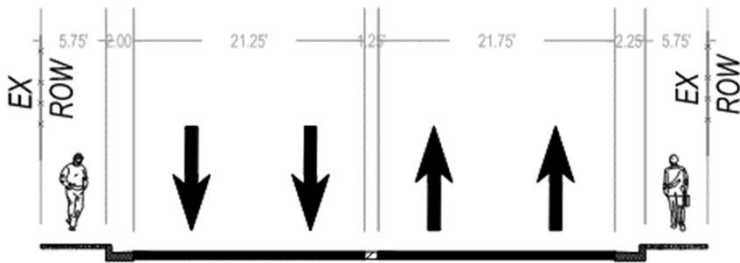
- Evaluating existing right of way
- Evaluating potential road diet

San Pedro

Scope of Work

How to implement continuous on-street bike lanes by:

- Evaluating existing right of way
- Evaluating potential road diet



San Pedro

Scope of Work

How to implement continuous on-street bike lanes by:

- Evaluating existing right of way
- Evaluating potential road diet



Thank you!

Logan Brandenburg, PE
lbrandenburg@bhinc.com

