



GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-3658

Timothy M. Keller, Mayor

Monday, January 14, 2019

4:30 - 6:30 p.m.

7th Floor Conference Room, Room 7096

Old City Hall, (Fifth/Marquette NW)

- **Welcome and Introductions**
- **Approval of the Agenda**
- **Approval of the December Meeting Minutes**
- **Announcements/Administrative**
 - Meeting Format.....Josef Jansen, DMD
 - Please wait until recognized to begin Comment/Questions
 - Written Questions/Comments and/or Response may be requested
- **Public Comment**

Please register on the sign-in sheet. Comments are generally limited to two minutes or less.
- **Presentations**
 - Silver Avenue Bike Blvd. Review – COA Council Services
 - GABAC's Annual Report

GABAC Committee Reports/Updates

- **Staff Reports**
 - DMD Engineering**
 - Council Services**
 - Parks and Recreation**
 - Planning**
 - Bernalillo County**
 - NMDOT District 3**
 - MRCOG**
 - APD**

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

- Scot – Hiring Bicycle/Pedestrian Coordinator
- Dan – Marked Crosswalks at Multi-Use Path/Roadway Intersections (discussion)

- **Adjourn**

- **Next Regularly Scheduled GABAC Meeting: February 11, 2019**

Members: Irene Entila (City At-Large); Ed Gerety (City-At-Large); Rose McCamey (City-NE); Dan Majewski (City-SW); Jim Fordice, (City-NW); David Stromberg (City SE); Richard Meadows (EPC); Scot Key (Unincorporated West); VACANT (Unincorporated East)

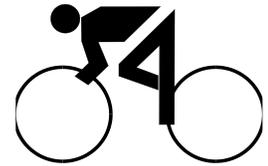
City Staff: Josef Jansen, DMD, Engineering (768-3842)

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



Timothy M. Keller, Mayor

GABAC



**GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE
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ALBUQUERQUE, NM 87103
(505) 768-2680**

MEETING MINUTES

January 14, 2019

Members Present – QUORUM

Dan Majewski, Chair
Ed Gerety, Vice-Chair
Irene Entila
Jim Fordice

Scot Key
Rose McCamey
Richard Meadows, EPC Representative
David Stromberg

Members Absent

None

Staff Present

Pat Montoya, Director, COA DMD
Debbie Baumann, COA DMD
Hugh Hulse, COA Parks and
Recreation

Julie Luna, Bernalillo County
Petra Morris, COA Council Services
Terra Reed, COA Planning

Members of Public in Attendance

Paul Barricklow, Lee Engineering
Michael Lawler
Melanie Meroni, Bohannon Huston
Aaron Sussman, Bohannon Huston - Presenter
Francisco E. Soto
Bob Tilley
Nick Winowich

Chair Dan Majewski called the meeting to order (4:30 pm)

Welcome and Introductions

Approval of January Agenda

Motion to approve (Majewski); motion passed unanimously

Approval of December Meeting Minutes

Motion to approve (Majewski); motion passed unanimously

Announcements/Administrative

Ms. Baumann reported that continued asking for training on the Open Meetings Act (OMA) has finally resulted in scheduling of training for all City boards and commissions. This training will be offered as part of regularly scheduled meetings, and GABAC will have its training at either the upcoming February or March meeting. The training will consist of one hour on OMA itself and another on Robert's Rules of Order. asking for training on the Open Meeting Act. They begin and will be possible during our regularly scheduled meeting, either in February or March. Only one meeting will be needed, first hour on training OMA and second on Robert's Rules of Order. Pat Montoya, DMD Director reiterated that the training will be conducted with all boards and commissions. He added that the training will be informal and a good chance for a refresher course for all and meaningful to those who have not previously received such training.

Public Comment

Michael Lawler – Wanted to reiterate his request for input on the NE corner of Wyoming at Menaul. He was asked about 311 and Mr. Lawler says he finds that service cumbersome and worthless; hence, he has not contacted 311/SeeClickFix. He also asked again about email contact for GABAC and its members. He added that Bicycling Magazine has a list of 50 best bicycle cities, and that Albuquerque was number 47 on that list due to MLK and Silver Blvd. improvements, as well as the 50-Mile Activity Loop.

Notes: Chair Majewski asked Ms. Baumann about email contacts for GABAC and members; Ms. Baumann noted that follow-up will take place with pertinent staff at COA about that. Mr. Lawler noted that the Transit Advisory Board has an email address. Ms. Baumann noted that a contact on the GABAC page can be found, but others pointed out that currently the page has just a phone number with no person as contact, either COA staff or GABAC member.

Francisco Soto – Proposed a bicycle rack be placed as close to the Downs Casino as possible. He experienced an incident the week before Halloween in which he locked his bike to a nearby lightpole due to lack of a bike rack. A Casino guard cut his lock and put his bike inside the Casino. They first

told him the bike was stolen. They then admitted that they cut the lock and stored the bike. He was told that bicycles are not allowed on State property (the Casino) and that locking the bike to the lightpole placed it in public right-of-way. Mr. Soto has filed a civil suit concerning the incident, as well as a State Police report, and he has contacted Josef Jansen at DMD.

Notes: Ms. Baumann noted she had personally received the contact for Mr. Jansen and that she is receipt of the complaint/request. She and DMD staff are currently exploring where to best place a bike rack, investigating adjacent City right-of-way and ADA considerations before installing the rack. Ms. Baumann asked the State about bike lockers and the State replied they were not interested in providing such a feature. The State contact did add that putting up a bike rack is not an issue. More follow-up will be conducted, and a bike rack should be installed at some undefined juncture in the not-too-distant future.

Presentations

Aaron Sussman, Bohannon Huston; Petra Morris, ABQ City Council: Silver Avenue Bike Boulevard

Ms. Morris introduced the presentation (PowerPoint attached) by pointing out that the study and recommendations are for Silver Boulevard west from Yale Blvd. to 14th Street and 14th Street to Mountain Road (with consideration of access to Bosque Path as well). Primary consideration is to provide an “8-80 facility” attractive to riders of all ages and comfort levels. Ms. Morris informed the Committee that a [public meeting will be held on February 5th](#) (flier attached) on the proposals/recommendations. Mr. Sussman spoke while presenting the attached PowerPoint presentation.

Questions and follow-up comments included the following:

DMD Director Mr. Montoya noted that right-of-way at/over the railroad tracks is controlled by BNSF railroad. Mr. Sussman added that a study of Broadway Blvd. is currently underway that impinges on how the recommended cycle-track is placed, if chosen after public comment and other steps toward implementation. Chair Majewski asked about 2nd Street and what treatments would be there. Mr. Sussman replied that 2nd Street treatments are not included in the scope of the proposed improvements, other than where Lead Avenue intersects with 2nd Street.

Member Fordice asked which crossings would be within the cycle-track. Mr. Sussman replied that Broadway would be such a crossing and that this is where proposals overlap and that the This is Broadway study will impact final work regarding the cycle-track. Member Fordice noted that drivers on Broadway would not be aware of cyclists coming in the opposite direction. Mr. Sussman noted that conflict point, and further study will be taken on what measures are needed. Member Fordice also noted that the very hazardous crossing of Lead at Oak and Locust (I-25 frontage roads) makes appealing to all potential riders difficult. Chair Majewski interjected that the volume on Lead at I-25 is so high that speeds are not as big a problem as at other such junctions. Mr. Sussman noted both concerns and speed, adding that signs, pavement markings and such are being discussed. Member Fordice further added his concern that when one crosses at a side street leeway is given to the rider to cross when clear, whereas at a light one must wait for the

light to change, adding to the stress and discomfort in crossing Lead and Oak/Locust.

Member Stromberg voiced his support for Option 3 for I-25 crossings in the attached presentation, noting that a user at that corner might make the wrong decision if Option 3 is not implemented. Member Meadows asked if a speed table might be included, ala Alameda Drain in the North Valley. Mr. Sussman replied that this might be a possibility but mentioned traffic flow as a concern. Member Fordice noted the pending closure of the Dr. Martin Luther King, Jr. Boulevard/I-25 northbound off-ramp. Most in attendance felt this closure will increase traffic volume at the Lead/Oak intersection. Ms. Morris made the point that drivers should already be looking at users in all directions. The Committee acknowledged that cyclists' behavior is not uniform.

Mr. Sussman noted that members can add email comments prior to the February 5th public meeting. He added that current long-range plans are for Buena Vista SE to become a bicycle boulevard, citing positive impacts this designation would have on the proposed treatments on the Silver Bike Boulevard west from Yale to I-25.

Upcoming steps in finalizing/implementing these recommendations:

- Public meeting on February 5th
- Agency review follows
- Refine design concepts and recommendations
- Finalize reports
- Implementation

Director Montoya asked about the scope of Mountain Road as bike boulevard east of 14th. Mr. Sussman added that this section of Mountain isn't technically designation as bike boulevard. Director Montoya added that DMD study of Mountain Road and adjacent streets through downtown and east to I-25 based on input from included neighborhoods. More information will follow from that study. Member Entila asked about the Mountain Road aspect of the study and Ms. Morris answered that this looking at Mountain Road will actually be a follow-up study in itself. Any changes for Mountain Road will be part of that study. Chair Majewski mentioned the Rio Grande Complete Streets study as well and that study's definite impacts on the future of Mountain. Mr. Montoya noted that the roundabout at Mountain/Rio Grande etc. will have big impacts on the future of Mountain as a bike facility. Member Entila noted she works at a charter school in the area along Mountain and that she sees constant conflicts between drivers and cyclists during lunch duty at the school.

Member Key mentioned the [long-range I-25 South Corridor \(I-40 south to Broadway/NM-47\) study](#) and possible overlap with proposals for Silver Bike Boulevard at I-25. Ms. Baumann added that this plan has been done. Ms. Luna noted the Study and added that there is no bridge or interchange planned at I-25/Silver in that study.

GABAC Annual Report: Member Ed Gerety

Member Gerety informed the committee that his work on the Annual Report is ongoing and that it will be presented for approval at the February meeting.

GABAC Committee Reports/Updates

Technically speaking, there were no such reports/updates at this meeting.

Staff Reports

DMD Engineering, Debbie Bauman:

Member Fordice mentioned that he had sent a request in for a specific project, El Pueblo, and that the City had not replied. Ms. Baumann noted that El Pueblo is not a City facility but a State road. She welcomes other suggestions concerning City, not State, roadways. She added that three other suggestions made by Member Fordice will be very much taken into consideration. Member Gerety pointed out that the GABAC subcommittee formed to pare down 109 “Critical Links” projects from the [Albuquerque Bikeways & Trails Facilities Plan](#) is in the middle of winnowing down and prioritizing a far shorter list of highest-priority projects. This list will be finished and back for Committee review/approval by the April 2019 meeting.

Ms. Bauman noted that City money is tight now, but that some projects already been vetted, such as the next phase of University, Rio Grande and Candelaria, and 60% plans on North Diversion Notch, are moving forward. Chair Majewski recalled the Complete Streets work done through a committee including a GABAC member, DMD staff, and other met last year. Ms. Bauman, and Ms. Morris, replied that such a process, Complete Streets committee included, is being put together now

Council Services, Petra Morris:

Ms. Morris noted again that the Silver BB public meeting is on February 5 (flier attached). She noted that the Committee first heard about Councilor Benton’s proposed “Downtown Safe Zone” in September 2018. A draft resolution (attached) has been drawn up and will be on the letter of introduction at the next Council meeting. If passed, first steps of the resolution’s enforcement will be placement of 20 mph street signs and signal timing will be changed to reflect the lower expected speed (from 25 mph timing to 20 mph). The timeline is to have discussion at LUPZ (the Land Use, Planning, and Zoning committee of City Councilors) on February 13th, so comments from GABAC to LUPZ prior to or at that meeting would be ideal.

Ms. Morris and the Committee discussed at some length the differences in roadway improvements that do and do not require a “traffic study.” In particular, discussion took place on whether simple re-striping (i.e., not a “road diet” in which number of lanes is reduced) requires a traffic study. Further clarification of the rules in this regard is forthcoming. Along those lines, Member Stromberg brought up the idea of a funding pool set aside for traffic studies, as the lack of such studies tends to thwart improvements that help make cycling safer. Significant discussion between Committee members and those in attendance took place on this idea, as well as means and methods toward implementation. Cases such as the short section of Washington Street between Central Avenue and Zuni Boulevard SE, and San Pedro Boulevard from Lomas

Boulevard to Gibson Boulevard were discussed. is different. The section of Washington can be done without a study. Striping changes are not a road-diet. With regard to Washington Street, Chair Majewski asked if narrowing the center-turn lane to make bike lanes possible constituted trigger for a traffic study.

Member Stromberg noted he had done some research on funding traffic studies, particularly on an ongoing basis. Discussion with Ms. Morris and Council Services about this idea brought up the point that a Councilor would need to champion the program. Member Stromberg asked if there was a specific Councilor who might be more amenable, and Ms. Morris said she would reach out to find out more. These councilors will probably have questions on where funding will come from and such. She added that this program is a great idea, as the studies are the missing piece preventing progress on road projects favored by GABAC and others. Ms. Morris noted the Neighborhood Traffic Program includes funding for such studies, but that this is only for local streets, those less typically included in GABAC discussion/recommendations.

Ms. Morris concluded her staff report by noting the Indian School Corridor Study will be presented at the February 219 GABAC meeting.

Planning: Terra Reed

Ms. Reed informed the Committee that Planning was tasked with putting together rules and regulations for shared vehicles, primarily, for now, e-scooters. The plan is to implement what Council directed and these plans, once finalized, will go to Administration for approval. Chair Majewski asked when the scooters would be here. Ms. Reed informed the Committee that a meeting is scheduled at/near the end of January over those regulations and the application should not take very long after that, followed by a short review by the Planning Department. An important and time-consuming aspect of implementation is that Planning must check public right-of-way width in determination of placement for e-scooter drop zones.

Bernalillo County: Julie Luna

Ms. Luna reminded the Committee of BernCo's Complete Streets plan that is, by statute, brought to the County Commission at the beginning of each year. Member Stromberg asked about traffic studies and Complete Streets policy at BernCo. Ms. Luna replied that the cost of the study is added to the scope of the project. Member Meadows added that it's important to remember that roadway jobs through this process pertain only to County roadways. Ms. Luna noted that, however, occasionally County roadway projects are done within City Limits. Member Fordice asked about bike lanes on Unser Boulevard, specifically if Unser Boulevard south of I-40 to Central Avenue is City or County. The complicated nature of City/County limits in the Southwestern quadrant led to some discussion at the meeting before it was determined Unser Boulevard is in the City Limits all the way south to its terminus at Dennis Chavez Boulevard.

NMDOT: No one in attendance.

Regarding NMDOT and State Roads, Member Fordice wished to follow up on signage and El Pueblo, asking what the actual process was to authorize signs at the train tracks. He also asked about talking to BNSF and Member Meadows noted that such discussions had been started.

Member Fordice added that BNSF needs to be informed that it is “dropping the ball” and not keeping the public interest at heart. Member Meadows added that BNSF office is in Denver. Member Gerety interjected that perhaps GABAC should send a letter to the BNSF office. Member Fordice agreed to write a draft of such a letter, and Member Meadows will pass along a BNSF contact to whom the Committee can direct these letters.

Chair Majewski asked about a non-MUTCD (Manual of Uniform Traffic Control Devices) approved sign (attached) and why it cannot be used at El Pueblo Road and the infamous train tracks crossings immediately south of Paseo del Norte Boulevard. Ms. Luna outlined the sign approval process and mentioned the sign (attached) is not on the list of approved signs. Member Meadows added that communities can go through a process, albeit unwieldy, to have such signs installed despite lack of MUTCD approval. Ms. Luna added, in point of context, the case of Albuquerque bike boulevard signs (signs which are not MUTCD-approved) indicating an 18-mph speed limit. This speed limit, Ms. Luna added, has been determined to “not be legally enforceable.”

Members tried to brainstorm a text-based sign that would be amenable to NMDOT as text “works” better than graphics in terms of obtaining approval, according to those in attendance. Member Fordice reiterated that something must be done with El Pueblo Road and these train tracks. He added that the City has weight in terms of acting on this, even though it is technically a State road. Member Stromberg asked if GABAC had formally asked BNSF to attend a meeting, perhaps via ZOOM or other remote video conferencing application. He added that we might also add mention of the letter to BNSF in further correspondence to the Mayor’s Office. Member Fordice will add mention of such Mayor’s Office contact in his draft letter to BNSF. The Committee and audience members then shared knowledge of incidents in which cyclists were injured attempting to cross these infamous tracks. Member Stromberg pointed out that 311 reports should have records of such incidents. These 311 reports will be sought as well.

MRCOG: No one in attendance, but a staff report from Valerie Hermanson at MRCOG is attached to these minutes.

Discussion/Action Items

Hiring Bicycle/Pedestrian Coordinator

Member Key made the following motion: **City of Albuquerque will hire a bicycle/pedestrian coordinator as soon as possible.** The motion passed unanimously.

Marked Crosswalks at Multi-Use Path/Roadway Intersections

Member Key noted that he has had contact with Wade Patterson at COA Parks and Recreation about standardizing signs and striping at such crossings. As Mr. Patterson was unable to attend, Member Key said he would simply keep up contact with Mr. Patterson on this matter. Regarding the current lack of standardization, namely the use of motion-detection flashing lights at the crossing of Paseo del las Montanas at Juan Tabo, guest Nick Winowich noted that he wishes the lights would just go away. He adds that he would prefer a safe median refuge over any lights or

signs in all such cases.

Adjourn

Motion to approve 6:30 (Gerety); approved unanimously



GABAC

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DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1283, ALBUQUERQUE, NM 87103 (505) 768-2680



SIGN-IN SHEET

MONDAY, January 14, 2019- 4:30 p.m.
7th Floor Conference Room, Room 7096, City Hall, (Fifth/Marquette NW)

GABAC MEMBERS (Please Initial)

Dan Majewski

DM

Ed Gerety

[Signature]

Richard Meadows

RM

Scot Key

[Signature]

Rose McCamey

[Signature]

Irene Entila

David Stromberg

[Signature]

Vacant

Jim Fordice

[Signature]

STAFF MEMBERS (Please Initial and/or Sign)

Note: Please place a check before your name if you wish to provide information

<input checked="" type="checkbox"/>	Debbie Bauman DMD, COA
<input checked="" type="checkbox"/>	Terra Reed Planning
<input type="checkbox"/>	

<input type="checkbox"/>	

REVIEW OF THE SILVER AVE BIKE BLVD

Greater Albuquerque
Bicycling Advisory
Committee

January 14, 2019



PURPOSE AND NEED

- Review and consider portions of the **Silver Ave Bike Blvd** from Yale Blvd to 14th St and the **14th St Bike Blvd** from Silver Ave to Mountain Rd for improvements
- Provide a low-stress bicycling alternative to Lead Ave and Coal Ave
- Appeal to “interested but concerned” bicyclists
- Address major design challenges: I-25 and railroad crossing
- Qualitative evaluation of Mountain Rd as a Bike Blvd
- Design concepts and recommendations – Final design will occur at a later stage

GENERAL APPROACH & DESIGN CONSIDERATIONS

- Apply Bike Blvd design techniques (apply “branding”)
- Provide as much connectivity as possible and allow cyclists to stay on Silver Ave
- Consider traffic calming and stop sign alignment to prioritize bicycle travel
- Major design interventions (where necessary)

BIKE BLVD CHARACTERISTICS

- Infrastructure that appeals to “Interested but Concerned” bicyclists
- Shared-use facility
- Neighborhood streets (designated as Local)
- Low speed (posted and observed)
- Low traffic volumes
- Signing and pavement markings
- Wayfinding
- Traffic calming and deterrents to vehicle travel



OBSERVATIONS

- Signing/wayfinding is inconsistent
- Pavement markings are infrequent compared to other Bike Blvd segments
- On-street parking is not delineated along most of the corridor
- Stop sign orientation warrants review
- Opportunities for traffic calming along 14th St
- Challenges crossing major streets (Lead Ave/Coal Ave) and obstacles (RR and I-25)

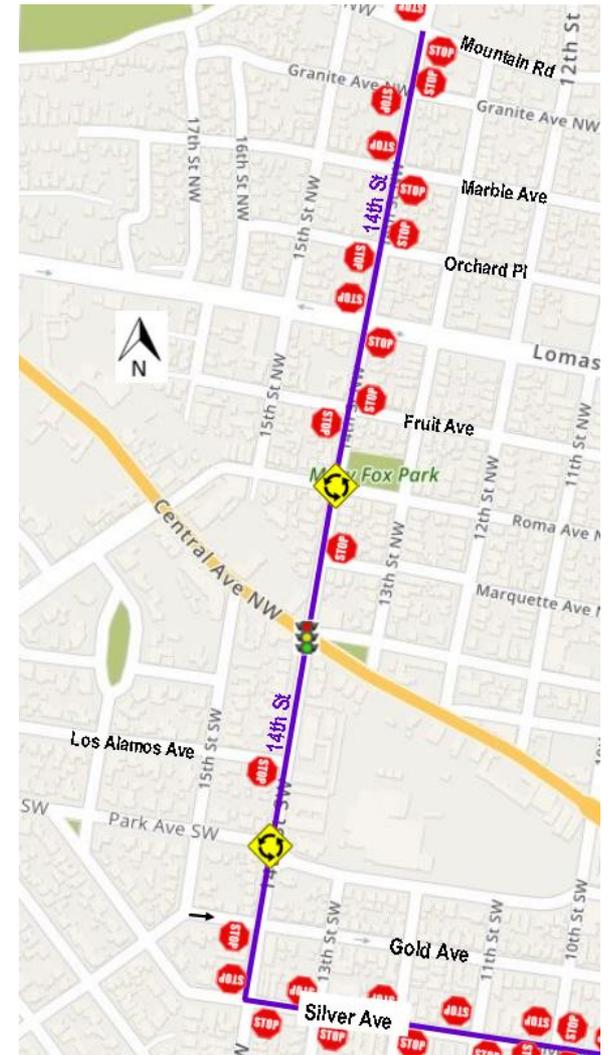
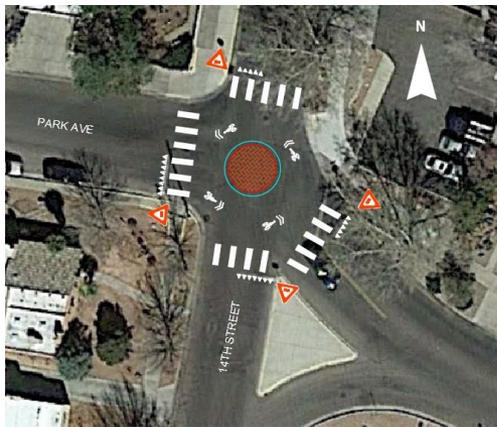


MAJOR DESIGN CHALLENGES AND ISSUE AREAS

- 14th St: Traffic calming and stop sign alignment
- Bosque Trail Connection
- Silver Ave through Downtown
- Railroad Crossing from 2nd St to Broadway Blvd
- Silver Ave: Broadway to I-25
- I-25 Crossing
- Buena Vista Dr Intersection
- Mountain Rd Bicycle Boulevard

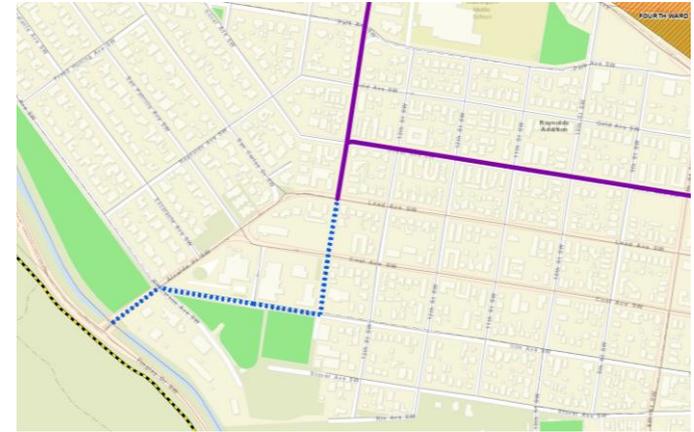
14TH ST: TRAFFIC CALMING

- Generally apply some form of traffic control every 2-3 blocks
- Mini-roundabouts at Park Ave and Roma Ave



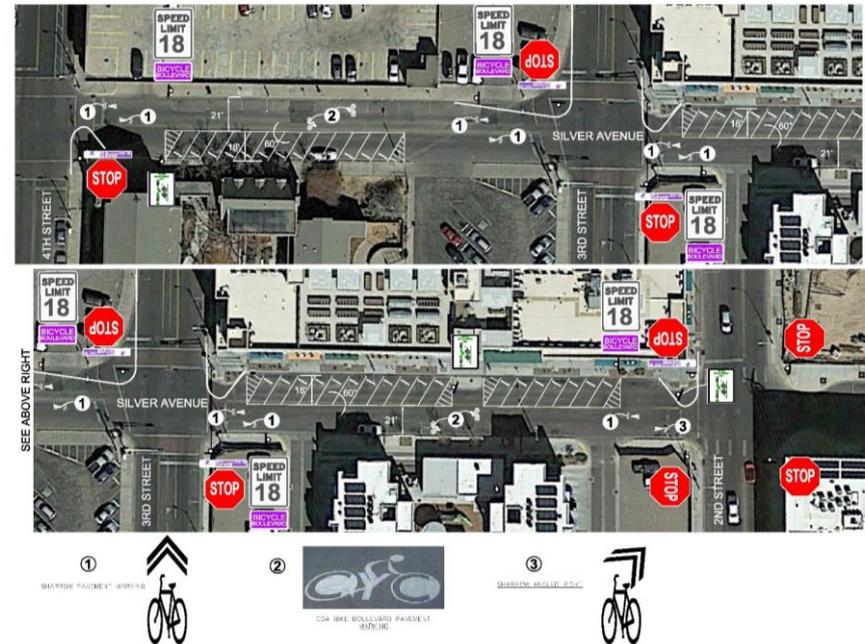
BOSQUE TRAIL CONNECTION

- **Proposal:** Connection to Bosque Trail from 14th St & Silver Ave
- Utilize 14th St and Iron Ave – neighborhood roads that match general conditions for Bike Blvds
- Improve access to Bosque Trail at Alcalde Pl (Kit Carson Park)



DOWNTOWN SILVER AVE

- Maintain and enhance the bicycle boulevard
- Relatively high number of crashes → traffic calming
- Benefit in retaining Silver Ave as Bike Blvd through Downtown
 - Network connectivity
 - Additional route options through Downtown
- Stop sign alignment (2nd ST 5th ST, 8th ST)
- Back-in angle parking



SILVER AVE: BROADWAY BLVD TO I-25

- Apply bicycle boulevard treatments
- No additional traffic calming is needed
- Locust St connection



RAILROAD CROSSING

Option 1:

- Utilize Lead Ave and Coal Ave with improved connections along 2nd St and Broadway Blvd to Silver Ave

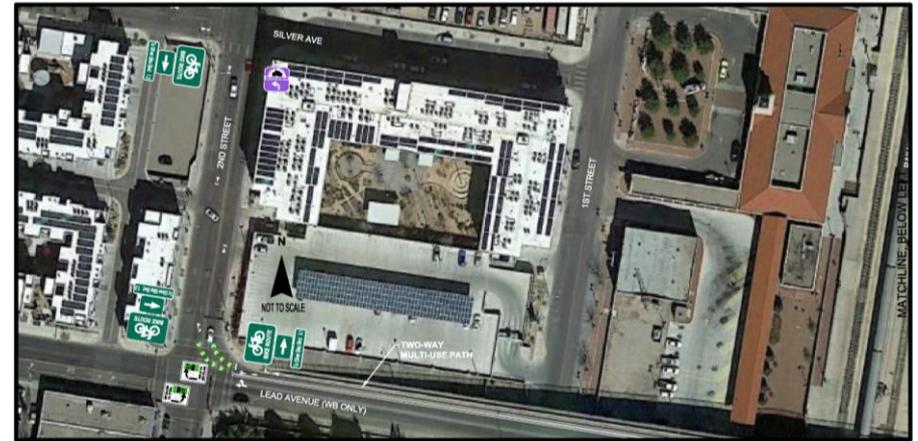
Option 2:

- Barrier separated two-way cycle-track along Lead Ave
- Connection to Silver Ave along Broadway Blvd or Arno St
- Eliminates need for crossing Lead Ave and Coal Ave
- Improves access to Silver Ave

Option 3:

- Bicycle-pedestrian bridge over Downtown railroad tracks

RAILROAD CROSSING OPTION: TWO-WAY CYCLE TRACK



<https://bikefriendlyoc.org/2011/03/24/updates-from-day-3-at-velo-city-conference-in-seville-spain/>

I-25 CROSSING: OPTIONS 1 & 2

Option 1:

- Utilize existing bike lanes on Lead Ave and Coal Ave to cross I-25
- Signing to indicate access to Silver Ave
- No new infrastructure
- Requires several crossings of Lead Ave and Coal Ave

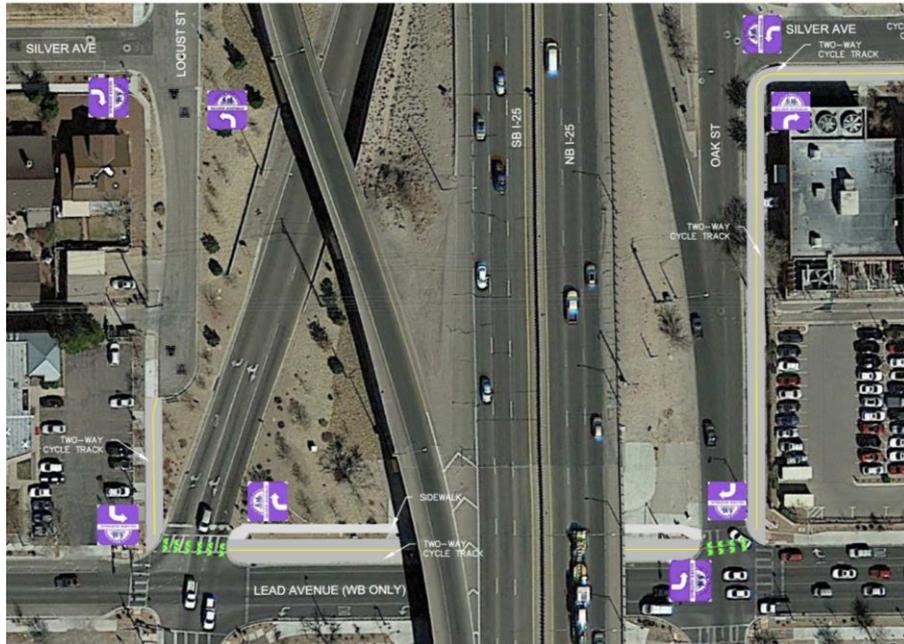
Option 2:

- Utilize existing bike lanes on Lead Ave and Coal Ave to cross I-25
- Raised multi-use path at sidewalk level along Oak St
- Requires several crossings of Lead Ave and Coal Ave

Option 2: Oak St Shared Use Path



I-25 CROSSING: OPTION 3



Oak St Sidewalk

- Raised multi-use paths:
 - Lead Ave underpass
 - North-south on Oak St
 - East-west on Silver Ave
- Convert sidewalks to 10' paths with 4' buffers



I-25 CROSSING: OPTION 4

- Bicycle-pedestrian bridge over I-25
- Extremely long ramp required due to elevation changes
- Right-of-way needed



I-25 CROSSING EVALUATION

Criteria	Option 1	Option 2	Option 3	Option 4
1. User Comfort Level	Red	Yellow	Light Green	Light Green
2. Connectivity to Silver Ave	Red	Yellow	Green	Green
3. Safety (based on conflict points)	Red	Orange	Yellow	Green
4. Cost	Green	Green	Light Green	Red
5. Feasibility	Green	Green	Green	Red

Favorable / High Benefit 
 Neutral / Moderate Benefit 
 Unfavorable / Negative Impact 

BUENA VISTA DR & SILVER AVE

- Highly utilized by bicyclists in both directions
- Access to UNM and CNM
- Proposed bicycle boulevard along Buena Vista Dr
- Mini-roundabout would manage traffic but allow continuous four-way travel



OTHER RECOMMENDATIONS

- Application of Bike Blvd techniques throughout corridor
- Continue “branding”
- Wayfinding along Silver Ave Bike Blvd
 - Access to many destinations
 - Historic neighborhoods
 - Distance to destinations

SUITABILITY OF MOUNTAIN RD AS A BICYCLE BOULEVARD

■ West of Rio Grande Blvd:

- Low volume neighborhood street
- Traffic calming techniques
- Access to Bosque Trail

■ East of Rio Grande Blvd:

- 7000-8000 vehicles per day, including heavy trucks
- Wide travel lanes encourage higher speeds than posted limit (18 MPH)
- Conditions exceed thresholds for Bike Blvds



SUITABILITY OF MOUNTAIN RD AS A BICYCLE BOULEVARD

■ **West of Rio Grande Blvd:**

- Low volume neighborhood street
- Traffic calming techniques
- Access to Bosque Trail

■ **East of Rio Grande Blvd:**

- 7000-8000 vehicles per day, including heavy trucks
- Wide travel lanes encourage higher speeds than posted limit (18 MPH)
- Conditions exceed thresholds for Bike Blvds

■ **Recommendations:**

- Maintain Bike Blvd to the west of Rio Grande Blvd
- Bike Blvd to the east of Rio Grande Blvd should be decommissioned or subject to major design changes
- Alternative east-west route: Marble Ave from 14th St to 19th St
- Rio Grande Blvd crossing requires further study

NEXT STEPS

- Public meeting on February 5
- Agency review
- Refine design concepts and recommendations
- Finalize report

Questions?

Petra Morris, AICP

City of Albuquerque Council Services

pmorris@cabq.gov

Aaron Sussman, AICP

Bohannon Huston

asussman@bhinc.com

Staff Report – GABAC January 2019
Valerie Hermanson - MRCOG

MRMPO website updates/pages: New “Active Transportation Planning” page (<https://ddei3-0-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2fwww.mrcog%2dnm.gov%2f234%2fActive%2dTransportation&umid=4E3BB0FE-7EFA-DA05-9271-A6FDAC71A3A6&auth=f0ebcd052f61e7a39dc93191e8a01d02608499af-127f6a0d64542500ba71f16171b4d01297a426a3>), new Active Transportation Committee page (<https://ddei3-0-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2fwww.mrcog%2dnm.gov%2f519%2fActive%2dTransportation%2dCommittee&umid=4E3BB0FE-7EFA-DA05-9271-A6FDAC71A3A6&auth=f0ebcd052f61e7a39dc93191e8a01d02608499af-f670b90022a5596338332484f30661b184695ee7>) & new “Non-Motorized Counts” page (<https://ddei3-0-ctp.trendmicro.com:443/wis/clicktime/v1/query?url=https%3a%2f%2fwww.mrcog%2dnm.gov%2f518%2fNon%2dMotorized%2dCounts&umid=4E3BB0FE-7EFA-DA05-9271-A6FDAC71A3A6&auth=f0ebcd052f61e7a39dc93191e8a01d02608499af-f1213ef0b0b7b42cb341d3daf6902d4e9d09d83b>)

MRMPO manages 7 permanent counters in coordination with the City of ABQ Parks & Rec:

- Erna Fergusson (installed May 2014)
- El Pueblo near the Rail Runner station (installed May 2014)
- Bosque trail just north of Montano (installed October 2017)
- Bosque trail just south of Central (installed October 2017)
- North Diversion Channel Trail just south of Indian School (installed October 2017)
- North Diversion Channel Trail near Journal Center (installed October 2017)
- Paseo de las Montañas Trail at Jerry Cline Park (installed October 2017)

We’ll be posting data for these counters in the next few weeks and then will be on a set quarterly schedule for continuing to update this page with new data.

We’re also pulling together all the short duration count data (collected via video) into some type of format that can be sharable and updated easily on the website. This will take some time to pull together because we’re still tabulating data collected from videos in the summer of 2018, so it will probably be later in the year.

PUBLIC MEETING – SILVER AVENUE BICYCLE BOULEVARD REVIEW

- **What:** Please join City Councilor Isaac Benton for the second public meeting on the Silver Avenue Bicycle Boulevard Review.

This meeting will present the draft design concepts and recommendations for the corridor.

This project is focused on the Bike Boulevard from Yale Boulevard SE west to the Paseo Del Bosque Trail, connecting the UNM/ CNM area, Presbyterian Hospital, Downtown, and Old Town.

- **Website:** <https://tinyurl.com/y7kd8vaz>

- **When:**

- Tuesday, February 5th
- 5:30 p.m. – 7:00 p.m.

- **Where:**

- Botts Hall at the

Special Collections Library, 423 Central NE



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1 Downtown Walkability Analysis (R-15-152 and R-18-40) and a 2015 study on
2 downtown stop signs; and

3 WHEREAS, through the adoption of the 2015 Complete Streets Ordinance
4 (O-14-27) the City committed to create and maintain streets that are
5 comfortable and efficient for all users, regardless of their preferred mode of
6 travel; and

7 WHEREAS, the current speed limit in the downtown area varies between 15
8 miles per hour and 30 miles per hour; and

9 WHEREAS, reducing the speed limit in the boundary as depicted in Exhibit
10 A to this resolution to a maximum of 20 miles per hour will implement the
11 goals in The Plan and promote multi-modal options in the area; and

12 WHEREAS, Exhibit A outlines other transportation improvements to further
13 facilitate multi-modal options in the area, including additional stop signs,
14 enhanced pedestrian crossings, enhanced pedestrian railroad crossings, and
15 conversion of one-way streets to two-way streets; and

16 WHEREAS, enhanced pedestrian crossings can include the use of design
17 features such as speed tables, street and pavement markings and paint,
18 HAWK lights, and traffic signals and timing; and

19 WHEREAS, the downtown street grid pattern provides multi-modal
20 connections that will benefit from the Safe Zone designation; and

21 WHEREAS, the downtown street grid provides efficiency and redundancy
22 of routes for all modes of travel and traffic; and

23 WHEREAS, the original grid was interrupted with the development of Civic
24 Plaza and the conversion of several downtown streets to one-way
25 configurations, it is therefore desirable to maximize and restore the
26 functionality of the grid; and

27 WHEREAS, Vision Zero is a national movement that is a commitment to
28 achieve zero traffic fatalities and severe injuries among all road users
29 (including people walking, bicycling, using transit, and driving) within a set
30 timeframe; and

31 WHEREAS; reducing speeds is a key component of a Vision Zero
32 approach; and

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1 WHEREAS, studies show that at 20 miles per hour a pedestrian has a 90%
2 chance of surviving being hit by a vehicle; and

3 WHEREAS, that statistic drops to 50% at 30 miles per hour and 10% at 40
4 miles per hour; and

5 WHEREAS, enforcement of a 20 miles per hour or lower speed limit in the
6 area as described in Exhibit A will benefit the health, safety, and welfare of
7 downtown residents and visitors alike.

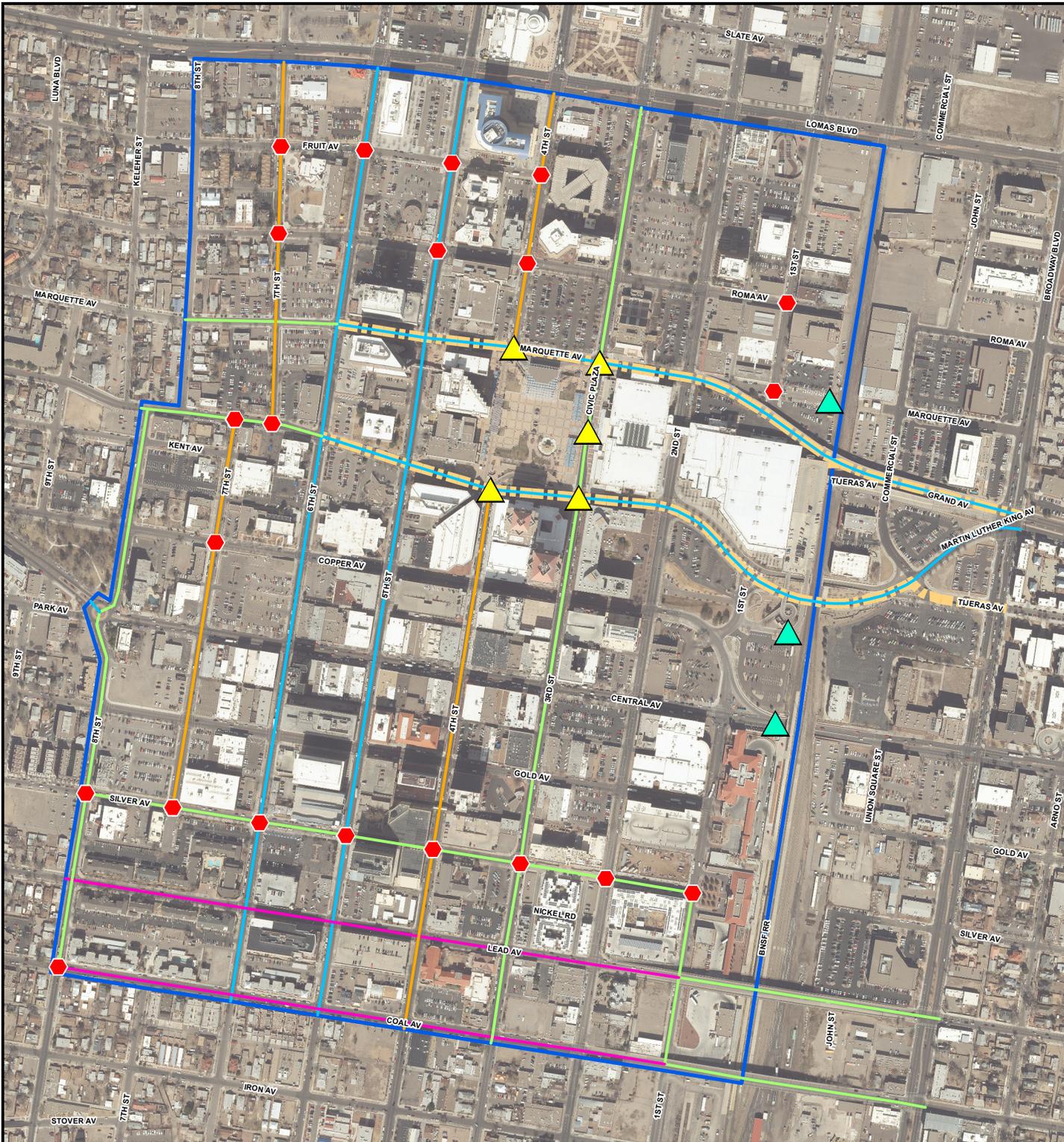
8 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
9 ALBUQUERQUE

10 SECTION 1. A 20 miles per hour speed limit Safe Zone is hereby adopted
11 for the boundary as outlined in Exhibit A to this resolution. Posted speeds
12 within the Safe Zone shall be 20 miles per hour or lower. Adoption of the 20
13 miles per hour speed limit Safe Zone shall include replacement of existing
14 speed limit signs, installation of new speed limit signs, and adjustment of
15 traffic signal timing.

16 SECTION 2. The additional transportation improvements outlined in
17 Exhibit A to this resolution shall be priorities for the area in the future.

18 SECTION 3. Infrastructure improvements or other alterations to the
19 streetscape within the area depicted in Exhibit A shall be designed to provide
20 a streetscape that is appropriate for a roadway with a 20 mile per hour or lower
21 speed limit.

22 SECTION 4. EFFECTIVE DATE. This resolution shall take effect thirty (30)
23 days after publication by title and general summary.
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Legend

-  20mph Safe Zone
-  Bike Boulevard
-  Bike Lane
-  Bike Route
-  Buffered Bike Lane
-  Two Way Street
-  Enhanced Pedestrian Railroad Crossing
-  Enhanced Pedestrian Crossing
-  Stop Signs (2/3/4 way stops)



Existing and Planned Transportation Features Within a 20 MPH Safe Zone Exhibit A