



Timothy M. Keller, Mayor

# GABAC



## GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-2680

### MEETING MINUTES

May 14, 2018

#### Members Present

Jim Fordice  
Ed Gerety  
Dan Majewski  
David Stromberg

Scot Key  
Richard Meadows  
Rose McCamey (via phone)

#### Staff Present

Debbie Bauman – COA-DMD  
Margaret Haynes - NMDOT  
Hugh Hulse, COA-Parks and Recreation  
Valerie Hermanson, MRCOG  
Julie Luna, Bernalillo County

#### Guests

Eric Froberg  
Margie Davis  
Don Manning  
Dianne Cress  
John Fleck  
Charles Rootte  
Janine Kennedy  
Keith Harvie  
Madonna Herman Graham

**Debbie Bauman called the meeting to order**

**(4:35 pm)**

#### • **Welcome and Introductions**

Debbie Bauman opened the meeting with a welcome message and initiated a roll call of attendees.

- **Approval of the Agenda –**  
*Motion to Approve the Agenda*  
*Motion to Approve (Rose McCamey), 2nd (Richard Meadows), Vote - Unanimous*
- **Councilor Benton: Discussion of a Bicycle/Pedestrian Safety Zone in Downtown**

Prior to the main discussion topic, Councilor Benton introduced two other discussion topics:

- 1) Amendment to the COA Traffic Code
  - a. As a follow up to the March 2018 GABAC meeting and request, Councilor Benton again solicited GABAC input on the proposed draft Ordinance that would amend the COA Traffic Code to specifically prohibit parking in a bicycle lane. During the March 2018 meeting, Ms. Petra Morris asked that GABAC review and provide input for her information and consideration as the Ordinance was to be introduced at a future City Council meeting. Councilor Benton was particularly interested in GABAC input related to residential streets/areas.
- 2) Williams Street
  - a. Councilor Benton is in support of Williams Street being a bike boulevard as identified in the Near South Valley Multimodal Study. Councilor Benton is interested in input from GABAC.

Councilor Benton initiated a discussion regarding a Bicycle & Pedestrian Safety Zone in Downtown. Councilor Benton stated that bicycle lanes were not planned or a part of the Downtown Walkability Study. Councilor Benton believed the bicycle lanes were installed as part of the 50 Mile Bike Loop. Councilor Benton proposed that Downtown be identified as a 20 mph Bicycle & Pedestrian Zone. Councilor Benton's hope is that with a reduced speed the dedicated bicycle lanes would not be needed, as bicycles could comfortably share the road. The removal of the dedicated bicycle lanes would also provide space for on-street parking.

Jim Fordice asked what the limits of "Downtown" include. Councilor Benton stated that the official Downtown boundary has been established, but was not entirely sure of the boundary. Councilor Benton stated that the limits of a proposed 20 mph Bicycle & Pedestrian Zone could and would be specifically identified if the concept were to move forward. Dan Majewski assumed the Downtown Walkability Study provided a boundary for Downtown.

Councilor Benton pointed out that the current configuration of 4<sup>th</sup> Ave and 5<sup>th</sup> Ave do not conform to the Downtown Walkability Study.

Scot Key asked about enforcement and possibly enhanced enforcement of speeds in the proposed 20 mph Bicycle & Pedestrian Zone. Councilor Benton acknowledged this as a consideration and is looking for GABAC input on Downtown concepts.

Ed Gerety supports a Bicycle & Pedestrian friendly Downtown designated zone.

David Stromberg is curious if other municipalities have adopted and implemented a similar concept. Councilor Benton is not sure, but will investigate the inquiry.

Councilor Benton stressed he supports doing the simple things first and building towards the more complex and costly improvements.

Richard Meadows stated that a traffic study as part of a Bicycle & Pedestrian Safety Zone in Downtown would require a unique approach to quantify the benefits and constraints.

Scot Key suggested a "walkability" ordinance be implemented to benefit pedestrian and bicycles.

Per the request of GABAC, related links are provided below:

- [COA's Downtown Walkability Study/Analysis webpage](#)
  - <https://www.cabq.gov/council/find-your-councilor/district-2/projects-planning-efforts-district-2/downtown-walkability-study>
- [The Walkability Analysis report](#)
  - <https://www.cabq.gov/council/documents/councilor-district-2-documents/ABQReport.pdf>
- [The resulting resolution](#)
  - <https://www.cabq.gov/council/documents/councilor-district-2-documents/R152.pdf>
- [Slides from a 2014 presentation of study findings/recommendations](#)
  - [https://www.cabq.gov/council/documents/councilor-district-2-documents/SPECK\\_ALB.pdf](https://www.cabq.gov/council/documents/councilor-district-2-documents/SPECK_ALB.pdf)
- **Public Comment**

Don Manning spoke about the Fair Heights Bike Boulevard, and specifically about the Copper and San Mateo intersection. Mr. Manning stated the current bicycle facilities (bicycle boulevard) were implemented before ART (Albuquerque Rapid Transit), but ART has altered the function of the street. Mr. Manning is curious if the bicycle facilities, as they exist today, work for GABAC. Debbie Bauman to investigate the decision process which implemented the current roadway configuration. Ms. Bauman stated that DMD-Engr was the lead with Council support.

Keith Harvie stated that several bicycle facilities are in a state of disrepair, specifically the I40 Bike Trail, the Matthew Bike Trail, and near 12<sup>th</sup> & Menaul. Dan Majewski was curious when the 12<sup>th</sup> & Menaul project was going to be complete and which areas along Menaul are being highlighted by Mr. Harvie. Mr. Harvie stated along 12<sup>th</sup>, north on Menaul, is his area of concern.

- **Announcements/Administrative**

Meeting Format.....Debbie Bauman

- Please wait until recognized to begin Comment/Questions
- Written Questions/Comments and/or Response may be requested

Ms. Bauman highlighted two points of note:

- 1) Bike to Work Day is Friday, May 18, 2018 (See handout)
- 2) Sunport Public Comment Notice (See handout)
- 3) NMDOT Bike Plan Flyer (See handout)

No additional Announcements

- **Staff Reports**

**DMD Engineering**

Debbie Bauman stated a candidate for the M-15 position had been selected and was in the City hiring process. The intent is to have the new person on board in June/July.

**Council Services**

Petra Morris provided an updated to three items:

- 1) Silver Bike Boulevard RFP was awarded to Bohannon Huston. The public outreach for the project is expected to begin in July.
- 2) Updates to the COA Traffic Code are out for discussion
- 3) La Bajada Follow up – GABAC’s previous suggestions had been forwarded to the Councilor, but Ms. Morris was unsure of a project updated beyond that.

### **Parks and Recreation (P&R)**

Jason Coffey provided a written summary (attached) in advance of the meeting.

### **APD**

No Report.

### **Planning**

No Report.

### **Bernalillo County**

Julie Luna provided an update on the following items:

- 1) Bernalillo County recently patched a hole on the Bosque Trail north of Rio Bravo
- 2) Bollard Collar on Prosperity Ave is still there
  - a. GABAC requests that reflective tape be added to the collar

Scot Key asked for an update regarding the comments GABAC provided on Bridge Boulevard. Ms. Luna stated the County was in receipt of and currently reviewing the comments, but had no further update.

Scot Key initiated a discussion about the Isleta Blvd & Bridge Blvd intersection. Mr. Key reviewed a handout of the planned intersection configuration, a picture of Isleta Blvd approaching Bridge Boulevard, and a proposed re-configuration of the Isleta Boulevard approach (see attached). Mr. Key was curious of Bernalillo County's response. A brief discussion occurred, with no resolution, but Bernalillo County to further review.

### **NMDOT District 3**

Margaret Haynes reported that NM 14 (discussed at previous GABAC meetings) is currently under construction.

Ms. Haynes also reported that a local Boy Scouts troop had "Adopted" a segment of Tramway. Through the "Adopt a Highway" program, the Scouts will help to keep the segment clean.

GABAC requested an update on El Pueblo Road, which was not available.

### **MRCOG**

Valerie Hermanson stated the MRCOG Bike Share program had been launched and was successful so far. Dan Majewski was curious who was responsible for the marketing of the Bike Share program. Ms. Hermanson stated the vendor, Zagster, was responsible for marketing.

### **• GABAC Committee Reports**

- Complete Streets Review Committee Meeting 4.27.18 Notes

Scot Key gave a presentation (attached) related to his involvement and participation in the Complete Streets Review Committee. Mr. Key questioned the process and offered suggestions for process modifications. Petra Morris stated that the Complete Streets Ordinance was intended to focus on the "low hanging fruit" options. Ms. Morris mentioned that "significant activities" (moving curb lines, reducing capacity, etc.) are not the focus of the Complete Streets Review Committee. The Complete Streets Review Committee focuses on resurfacing only. Ms. Morris continued that "significant activities", like reducing roadway capacity (road diets) require additional study. Mr. Froberg hypothesized that the Complete Streets Review

Committee may be limited to maintenance only activities (mill and overlay, resurfacing, etc.) based on the funding type and allocation. GABAC is generally concerned with substandard facilities being installed with maintenance activities.

Richard Meadows suggested that GABAC be introduced earlier in the process regardless if the particular corridor is on the Long Range Bicycle Map or not. Additionally, Mr. Meadows suggested that a small allocation of funding be made available within the Decade Plan to fund traffic studies to evaluate capacity reductions (road diets) which could elevate corridors from maintenance activities to “significant activities”.

- Discontinuous Bike Lanes and Complete Streets
  - Included with Complete Streets Review Committee Meeting Discussion
- Proposed protected intersection at Bridge and Isleta Boulevards
  - Discussed as part of Bernalillo County staff report
- Comments on 2018 Bike Map

Ed Gerety initiated a discussion to revise future bike maps to remove the substandard bicycle facilities. A short discussion occurred with no clear direction. Dan Majewski revisited a previous request to add “comfort level maps” to the corridors. Scot Key stated the Vision Zero approach might be an obstacle to “comfort level maps”. Mr. Key stated that Ed Hillsman worked hard to achieve a level of consistency between the online and printed bike maps. GABAC to revisit the idea of a “comfort level map” with the new administration. Margaret Haynes stated that a Level of Service (LOS) approach might be a better alternative as it is data driven and less subjective.

Dan Majewski was unsure if E-bikes were allowable on trails.

*[At the July 2017 GABAC meeting, Jason Coffey mentioned that Electronic Assist Bicycles are currently prohibited on multi-use trails (by Ordinance). Mr. Coffey suggested this be a discussion topic at a future GABAC meeting.]*

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

- Forming Vision Zero GABAC subcommittee
  - Scot Key inquired about member interest and deferred the discussion to a future GABAC meeting
- Signing Timing, Sensors, and Leading pedestrian bicycle intervals
  - Deferred to a future GABAC meeting
- GABAC pamphlets
  - Eric Froberg distributed the current GABAC pamphlet, per Debbie Bauman request, and asked for GABAC approval to distribute at Bike to Work Day. One typo was identified, but GABAC approved of pamphlet distribution during Bike to Work Day.

### ***Motion to Adjourn***

*Motion to Adjourn (Scot Key), 2nd (Dan Majewski ),Vote - Unanimous*

**Meeting Adjourned at 6:25 pm**





# GABAC

**GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE**

**DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293**

**ALBUQUERQUE, NM 87103**

**(505) 768-3658**

**Timothy M. Keller, Mayor**

**Monday, May 14, 2018**

**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 (if quorum present)**
- **Councilor Benton: discussion of a Bicycle/Pedestrian Safety Zone in Downtown**
- **Public Comment**  
Please register on the sign-in sheet. Comments are generally limited to two minutes or less.
- **Announcements/Administrative**  
Meeting Format.....Debbie Bauman, DMD
  - Please wait until recognized to begin Comment/Questions
  - Written Questions/Comments and/or Response may be requested
- **GABAC Committee Reports/Updates**
  - Complete Streets Review Committee meeting 4.27.18 notes
  - Discontinuous Bike Lanes and Complete Streets
  - Proposed protected intersection at Bridge and Isleta boulevards
  - Comments on 2018 Bike Map
- **Staff Reports**  
**DMD Engineering**  
**Council Services**  
**Parks and Recreation**  
**APD**  
**Planning**  
**Bernalillo County**  
**NMDOT District 3**  
**MRCOG**
- **Discussion/Action Item(s)**
  - Forming Vision Zero GABAC subcommittee
  - Signal timing, sensors and leading pedestrian/bicycle intervals

- **Adjourn**

- **Next Regularly Scheduled GABAC Meeting: June 11, 2018**

Members: VACANT (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); VACANT (Unincorporated East); Scot Key (Unincorporated West)

City Staff: Debbie Bauman, DMD, Engineering (768-3649)

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



# GABAC

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



## SIGN-IN SHEET

**MONDAY, MAY 14, 2018- 4:30 p.m.**

**7th Floor Conference Room, Room 7096, City Hall, (Fifth/Marquette NW)**

### GABAC MEMBERS (Please Initial)

Jim Fordice

*JF*

Dan Majewski

*DM*

Richard Meadows

*RM*

Scot Key

*SK*

Rose McCamey

*phone participation*

Vacant

\_\_\_\_\_

David Stromberg

*[Signature]*

Vacant

\_\_\_\_\_

Ed Gerety

### 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<br>DMD, COA |
| <input type="checkbox"/>            |                           |

|                          |  |
|--------------------------|--|
| <input type="checkbox"/> |  |







April 20, 2018

RE: Environmental Assessment: Sunport Boulevard Extension: Broadway Boulevard to Interstate 25 and Woodward Road Improvements: Second Street to Broadway Boulevard (NMDOT Control Numbers [CNs]: A300160 and A300161)

Dear Agency Representative or Interested Party:

The Bernalillo County Public Works Division (County), in cooperation with the New Mexico Department of Transportation (NMDOT) and Federal Highway Administration (FHWA), propose to extend Sunport Boulevard from its current terminus at Interstate 25 (I-25) to the Broadway Boulevard/Woodward Road intersection, and improve Woodward Road along its existing alignment from Broadway Boulevard to Second Street (the Project). The Project is located within Bernalillo County and portions of the city of Albuquerque, New Mexico (see attached figure). The FHWA and NMDOT are providing oversight; federal funding is designated for the Project through the FHWA.

An environmental assessment (EA) is being prepared for the Project in compliance with the National Environmental Policy Act of 1969 (NEPA), including environmental analysis of alternatives and public involvement. This EA combines two proposed undertakings, the *Sunport Boulevard Extension: Broadway Boulevard to Interstate 25* (CN 300160) and the *Woodward Road Improvements: Second Street to Broadway Boulevard* (CN 300161). The process is intended to inform stakeholders of the potential consequences of the Project and to solicit input, thus affecting the decision-making process.

The purpose of the proposed Project is to improve roadway system and multimodal connectivity from the I-25/Sunport Interchange to Broadway Boulevard and Second Street. A variety of alternatives to address the need for improvements in this corridor were considered as part of prior studies conducted between 2010 and 2016. In 2016, the County concluded that the Sunport Boulevard Extension and Woodward Road Improvements should be evaluated as a combined project. The Preferred Alternative in the EA was identified as the recommended approach based on engineering feasibility, simplicity, cost, environmental factors, and other considerations.

The Preferred Alternative for the Sunport Boulevard Extension consists of constructing a four-lane median-divided urban arterial roadway from the intersection of Broadway Boulevard and Woodward Road east to the existing interchange of Sunport Boulevard and I-25, for approximately 0.5 mile. Bike lanes and sidewalks would be included as part of the typical roadway cross section, connecting Broadway Boulevard to the east side of the Sunport Boulevard/I-25 interchange. The roadway would contain twin bridges over the existing Albuquerque Metropolitan Arroyo Flood Control Authority's South Diversion Channel. Traffic signals would also be needed at the intersections of Sunport Boulevard and I-25 northbound and southbound interstate ramps.

The Preferred Alternative for the Woodward Road Improvements would consist of a three-lane configuration with two travel lanes, a continuous left-turn lane, two bike lanes, standard curb and gutter, and sidewalks on both sides of the roadway. The proposed improvements would extend approximately 0.58 mile. A signal would also be needed at the intersection of Second Street and Woodward Road to accommodate traffic.

Public involvement has been attained as part of the Project to solicit input at key milestones. During the past eight years, five public meetings and numerous agency and stakeholder consultations have taken place, and additional public involvement and agency coordination are ongoing. The NEPA process requires coordination with pertinent agencies and interested parties. Your review and comments on the Project are important elements of this process. The comment period will extend until June 15, 2018.

For further information, copies of the EA, and/or to submit comments, please contact the following project consultant representative:

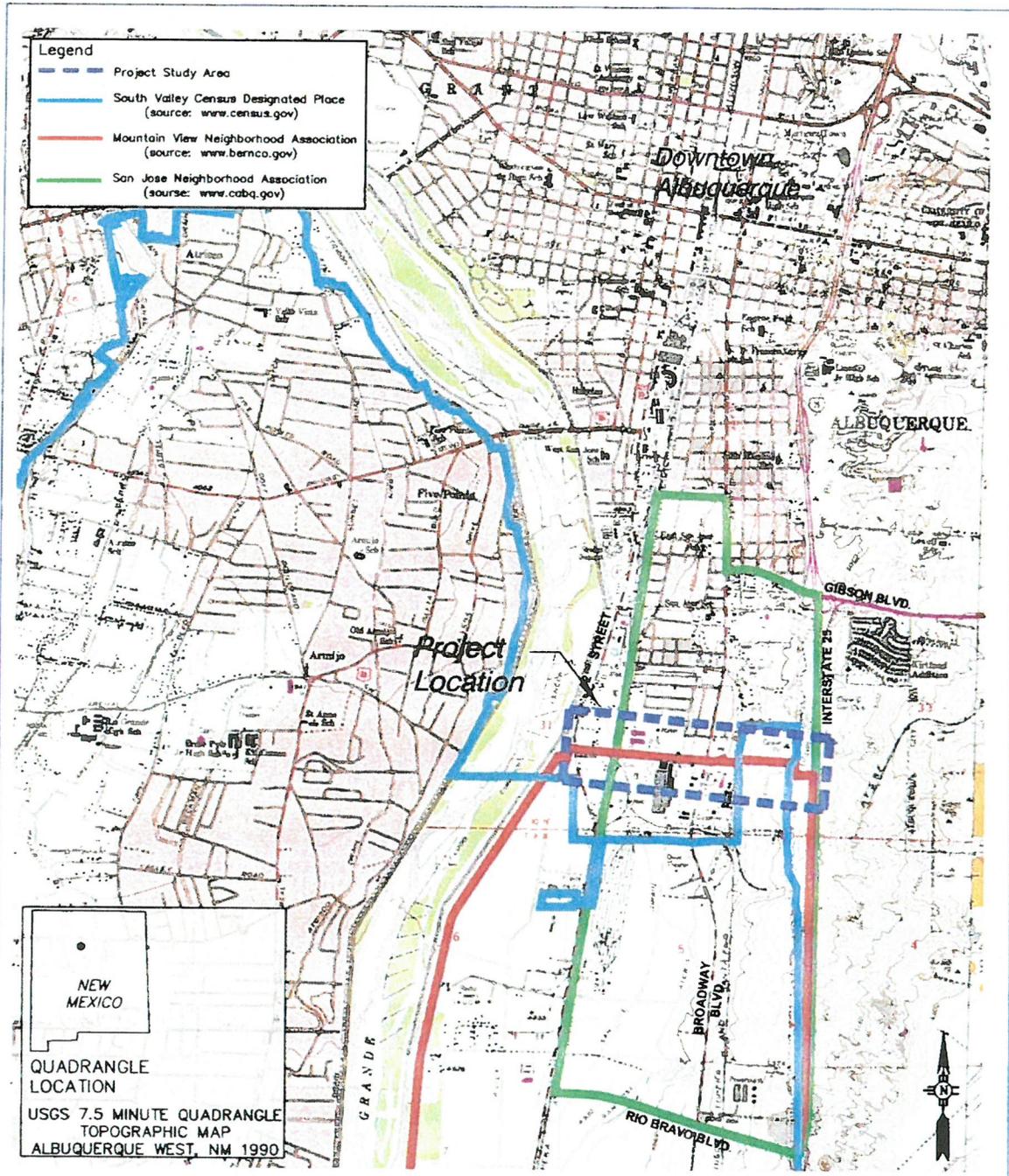
John Taschek, Senior Project Manager  
Ecosphere Environmental Services, Inc.  
1660 Old Santa Fe Trail, Suite H  
Santa Fe, New Mexico 87505  
(505) 980-0993  
jtaschek@ecosphere-services.com

We appreciate your interest and participation in this project, and look forward to your comments.

Sincerely,



John Taschek, Senior Project Manager  
Ecosphere Environmental Services, Inc.

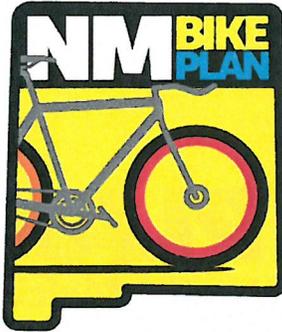


 **Sunport Boulevard Extension**  
Bernalillo County Division of Public Works

### Project Location Map



SPRING 2018



Prioritized Statewide  
**BICYCLE  
NETWORK PLAN**

[www.NMBikePlan.bhinc.com](http://www.NMBikePlan.bhinc.com)

The Prioritized Statewide Bicycle Network Plan (NM Bike Plan) considers how to best provide New Mexico residents and visitors with a safe and connected statewide network of on-street bicycle infrastructure along NMDOT roadways. The NM Bike Plan contains the following primary components:

1. A **Priority Network** which assigns a ranking for each NMDOT-maintained roadway based on the benefits and desirability of bicycle infrastructure.
2. **Design Guidelines**, which identify bicycle infrastructure design techniques based on the priority level of the roadway and location (urban or rural area).

**VISIT THE  
PROJECT WEB  
PAGE!**

- Plan Goals and Objectives
- Results of the Plan Questionnaire and Public Input Map
- Draft Statewide Priority Network
- Draft Design Guidelines for NM Roadways in Urban and Rural Areas
- Upcoming Public Meetings
- Provide Comments

**CONTACT US**

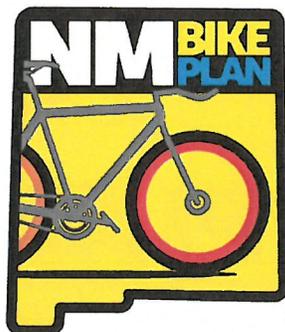
[NMBikePlan@bhinc.com](mailto:NMBikePlan@bhinc.com)



Bohannon & Huston



PRIMAVERA 2018



Prioritized Statewide

# BICYCLE NETWORK PLAN

*Plan Estatal de Ciclismo de Nuevo México*

[www.NMBikePlan.bhinc.com](http://www.NMBikePlan.bhinc.com)

El plan estatal de ciclismo, conocido en inglés como el Prioritized Statewide Bicycle Network Plan, o el NM Bike Plan, considera cómo proveer un sistema de infraestructura al nivel estatal que asegura la seguridad de los usuarios, incluyendo residentes y visitantes a Nuevo México.

El NM Bike Plan contiene los siguientes componentes:

1. El **sistema de carreteras estatales** más aptas para la incorporación de infraestructura para bicicletas.
2. **Normas de diseño** que indican la infraestructura para bicicletas, dependiendo de la prioridad de la carretera y el lugar (sitio urbano o rural).

## ¡VER NUESTRA PÁGINA WEB!

- Ver las metas y objetivos del plan
- Resultados del cuestionario y el mapa interactivo
- Red inicial de carreteras aptas para bicicletas
- Normas de diseño
- Información sobre reuniones públicas
- Proveer comentarios

**CONTÁCTENOS**

[NMBikePlan@bhinc.com](mailto:NMBikePlan@bhinc.com)



Bohannon & Huston



5/14/2018

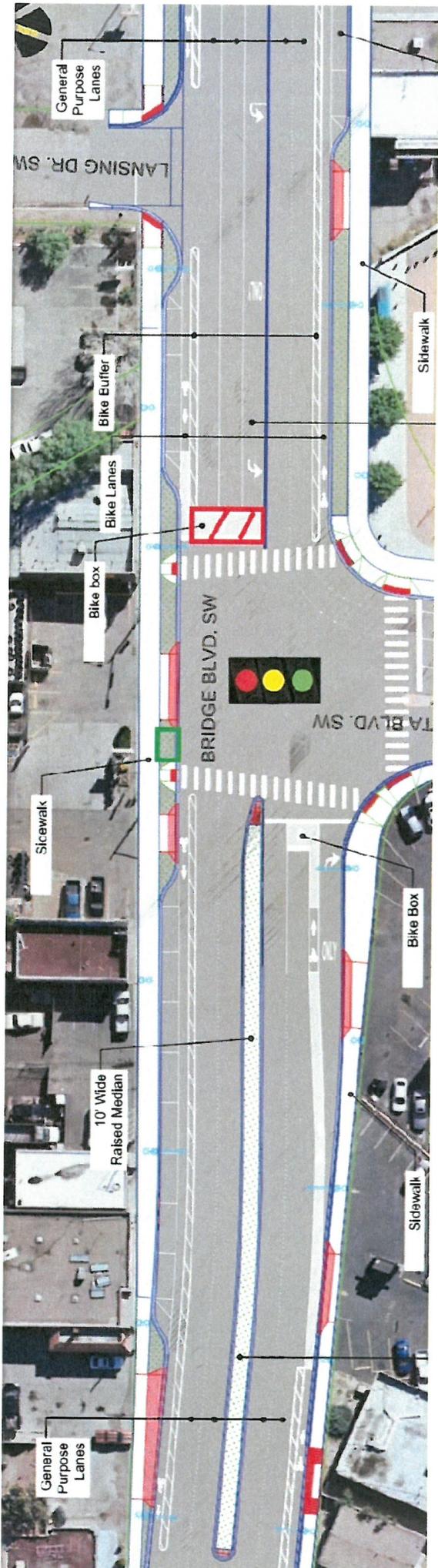
Jason Coffey, Senior Planner, Parks and Recreation, GABAC Staff Report

At the April 17, 2018 GARTC meeting the Parks and Recreation Department Director, Dave Simon, attended and shared the Administration's vision for Parks and Recreation. The committee continued the process of reviewing the GARTC webpage to see if the content could be refreshed, also included is thinking about the committee's role and what work the committee would like to focus on. And, the appointment of two new committee members was announced.

- **The North Diversion Channel Trail Bridge Deck (just south of Osuna)**-The concrete work is complete and the bridge has been open. There is a final epoxy overlay that will be installed on 5/21/18, it was originally scheduled for 5/9/18 but the contractor equipment failed so it had to be rescheduled. There will be a one day closure of the bridge with a detour on 5/21/18 to allow the final coating to be installed. Thank you for your continued patience during the project!
- **Gail Ryba Memorial Bridge Slope Stabilization**- This project is complete and a final inspection is scheduled for next Friday, 5/18/18.
- **Four Hill Trail**-This project is under construction and should be completed by 5/25/18.
- **Ladera Dam Trail**-Construction on this project began today, 5/14/18 and should last for about a month. The trail will be rebuilt and earth work will be performed on the dam to ensure compliance with AMAFCA requirements for trail elevation. The trail sits on top of a flood control dam.
- **Trail Planner**-We hired a Trails Planner and they start the week of May 29th.

If you have questions about these projects or any other trail or parks issues please feel free to contact me at, 768-5325 or [jcoffey@cabq.gov](mailto:jcoffey@cabq.gov). Thank you!





General Purpose Lanes

LANSING DR. SW

Bike Euffer

Bike Lanes

Bike Box

BRIDGE BLVD. SW



TALVD. SW

Sidewalk

Sciewak

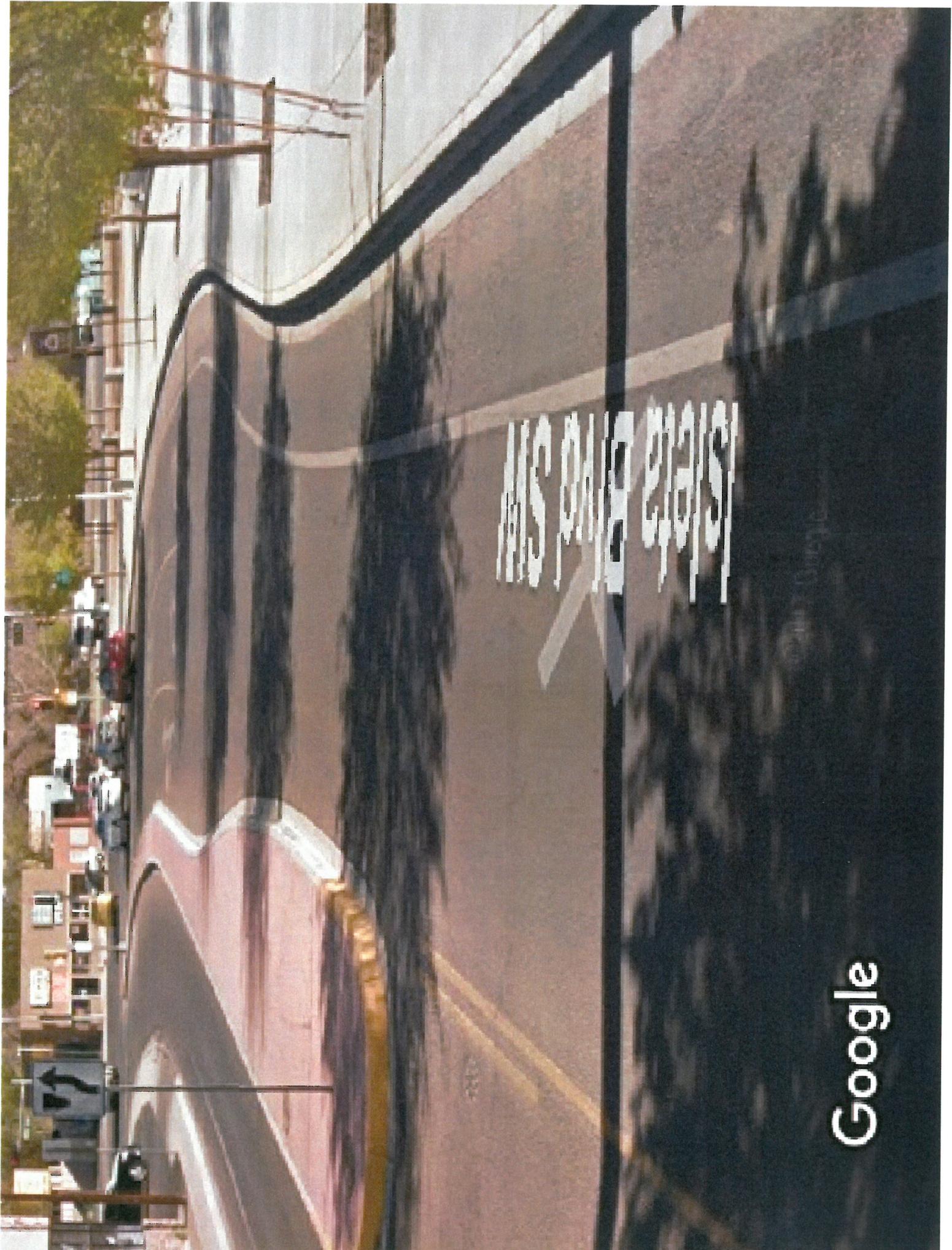
10' Wide Raised Median

Bike Box

Sidewalk

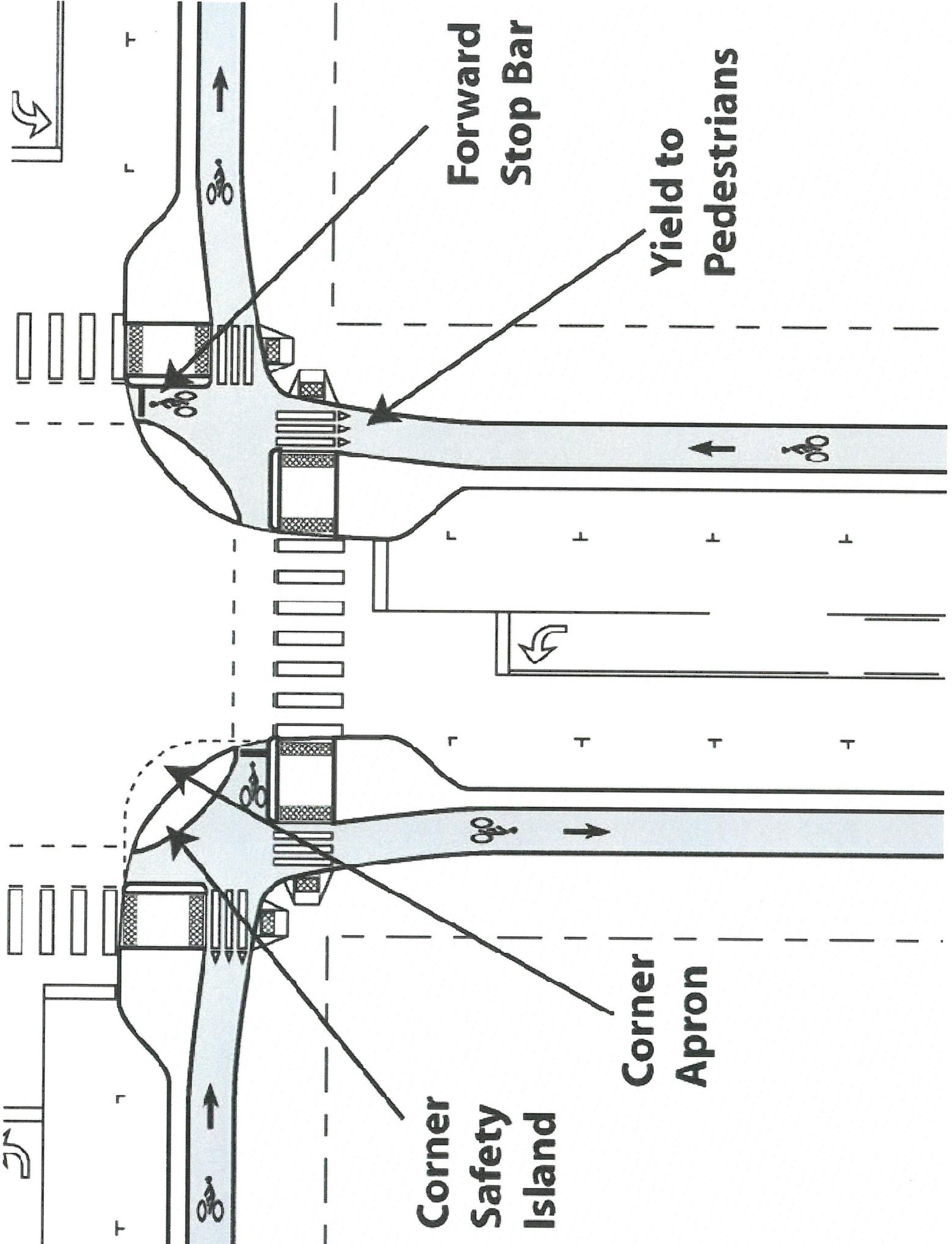
General Purpose Lanes





Google





**Forward  
Stop Bar**

**Yield to  
Pedestrians**

**Corner  
Safety  
Island**

**Corner  
Apron**



# Complete Streets Review Meetings

Two meetings: first held April 27<sup>th</sup>, second and tentatively final meeting coming up this Friday the 18<sup>th</sup>, with representatives from:

- CABQ Department of Municipal Development;
- CABQ Planning;
- CABQ Council Services;
- ABQ Ride;
- MRCOG; and,
- GABAC.

**Purpose:** To discuss the list of 2018-2019 Street Maintenance Program projects and how the Complete Streets Ordinance guides project implementation.

*Note: It's important to point out that: A. GABAC was invited to these meetings; B. These meetings are a new part of the process to more fully implement Complete Streets Ordinance provisions now, and in future years. It's a process.; C. Department of Municipal Development is not "at fault" for the project constraints. An important part of the process will be clarifying project goals and funding Complete Streets projects appropriately.*

Projects are listed in the format shown below, by City Council District, project type (Heater, Micro, CLMRS, Arterial, etc.). The April 27<sup>th</sup> meeting centered on "Heater" jobs, as those are to be done first, beginning quite soon. One point in the learning curve will be to make these meetings earlier in future years to give more time between recommendations and project implementation.

*In case you're wondering, Heater-Scarification is "a continuous multi-step process in which the existing hot mix asphalt (HMA) pavement surface is recycled using specialized equipment. The HMA pavement surface is heated causing the asphalt to soften. The softened asphalt surface is then immediately scarified and milled to a specified depth as detailed in the Contract. The reclaimed asphalt pavement is then mixed with a recycling agent that rejuvenates the asphalt. The recycled mix is then reshaped and compacted back onto the roadway." [NY Dept. of Transportation](#)*

| Complete Streets Review of 2018-2019 Street Maintenance Program |                  |                         |                 |   |  |
|---|------------------|-------------------------|-----------------|---|--|
| PROJECT TYPE  | Roadway          | Beginning               | Ending          | Proposed changes  | Notes  |
| <b>DISTRICT 1 PROJECTS</b>                                      |                  |                         |                 |   |  |
| 2019 HEATER   | Taylor Ranch Dr. | Montano Rd              | La Orilla Rd    | Add Missing 4' Bike Lane in missing section approaching La Orilla Rd. | On the Long Range Bike Plan. See Proposed Layout |
| 2019 HEATER   | Ladera Dr.       | Ourray Rd               | Atrisco Dr.     | 4" bike lanes, with 2' un-hatched buffer, 11' travel lanes            | On the Long Range Bike Plan                      |
| <b>DISTRICT 2 PROJECTS</b>                                      |                  |                         |                 |   |  |
| 2018 A Arterial   | Lomas Blvd       | University Blvd         | Girard Blvd.    | No Charges  |  |
| 2018 A Arterial   | Montano Rd.      | Rio Grande River Bridge | Guadalupe Trail | No Charges  |  |
| 2019 CLMRS  | Rio Grande Blvd  | Rose Ave.               | Candelaria Rd.  | Restripe travel lanes to 10.5' and give extra space to bike lane      | Keep middle turn lane at 16'                     |
| 2019 CLMRS  | University Blvd  | Indian School           | I-40            | No Charges  |  |

## The Current Reality of “Complete Streets” Implementation

As was made quickly apparent at the April 27<sup>th</sup> meeting, the following are basically “off the table” concerning Complete Streets project implementation in the foreseeable future (at least 2018):

- **Purchasing right-of-way**
- **“Road Dieting,” including reduction in driving lanes**
- **Speed Limit reduction (would first require speed study)**
- **Widen pavement of roadway or shoulder**
- **New curb or reconditioning of existing curbs, including “porkchops,” etc. at intersections**
- **New sidewalks or reconditioning of existing sidewalks**
- **Significantly reconfiguring the road/intersection in any way (although individual “tweaks” here and there are still under consideration)**

## So What This Means Is...Striping

CABQ Complete Streets project implementation, at least for 2018, will largely revolve around:

1. Looking at the current and 2040 Long Range Bikeway Map for guidance on Bike Lane/Route placement;
2. Examining the width of bike/driving lanes in the existing roadway;
3. Finding places where we can shave inches/feet from driving lanes (e.g., 12 feet to 10.5 feet) and dedicate those inches/feet to bike lanes; and,
4. In a place or two, consideration is being given toward minor changes in cycling/walking crossing points, as will be noted below. These recommendations are under engineering review.

## Hmmm...So What Options Exist Today?

How can we maximize walking/cycling safety in these projects given these constraints? Your GABAC representative on the Review Committee is very much interested in your ideas, having considered the following in reflecting since the April 27<sup>th</sup> meeting:

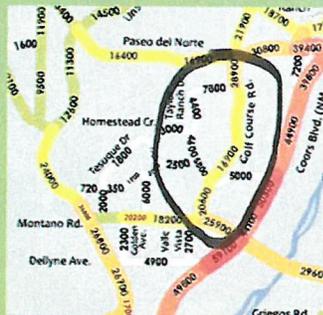
1. Naturally, take "every possible inch" of driving lane for bike lane/buffer;
2. Make certain these street projects avoid the problem in years past of simply yanking the striping pattern approaching project terminating intersections.
3. Consider and urge the use of inexpensive signal timing changes, cycling/walking sensors, leading intervals and other means to make these intersections significantly safer for both walkers and cyclists.
4. Comprehensively invoke the street design guidelines of the National Association of City Transportation Officials in executing these projects within the existing constraints (More about this in a bit).

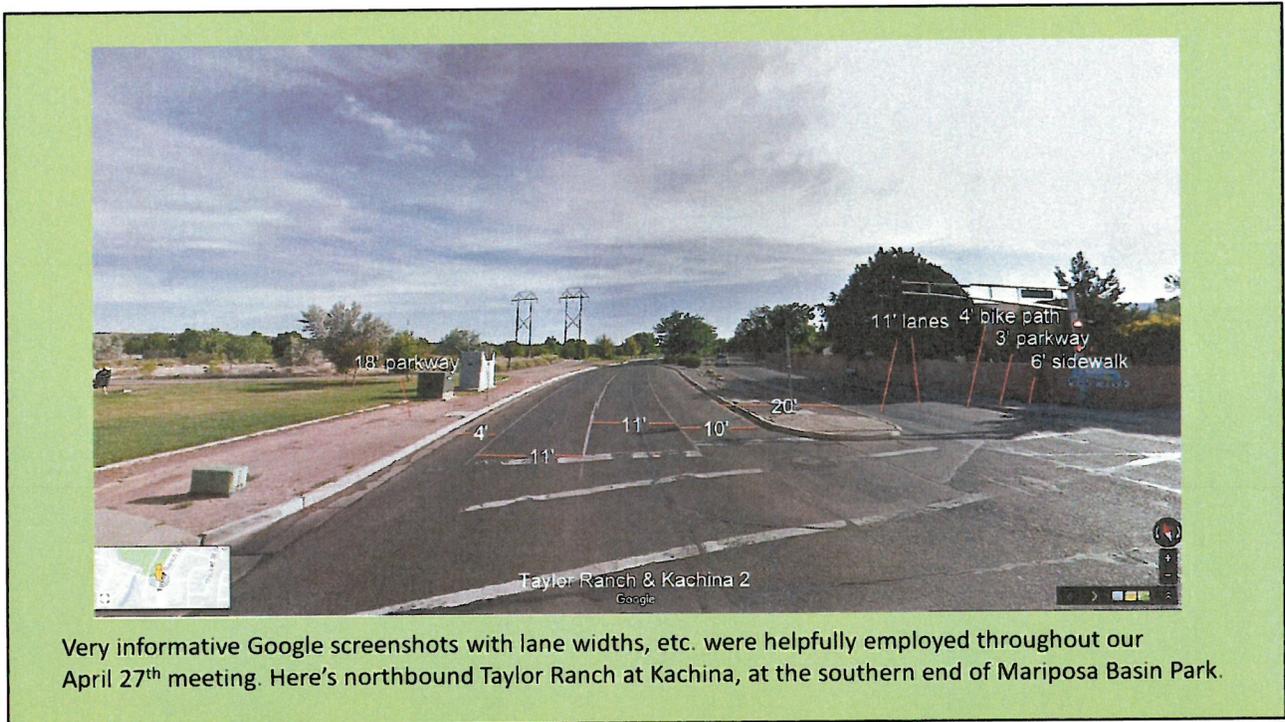
## Now on to Selected Projects! (26 in total, I'll spare you a separate look at every single one)

First up: Taylor Ranch Road, Montano Rd. to La Orilla Rd.

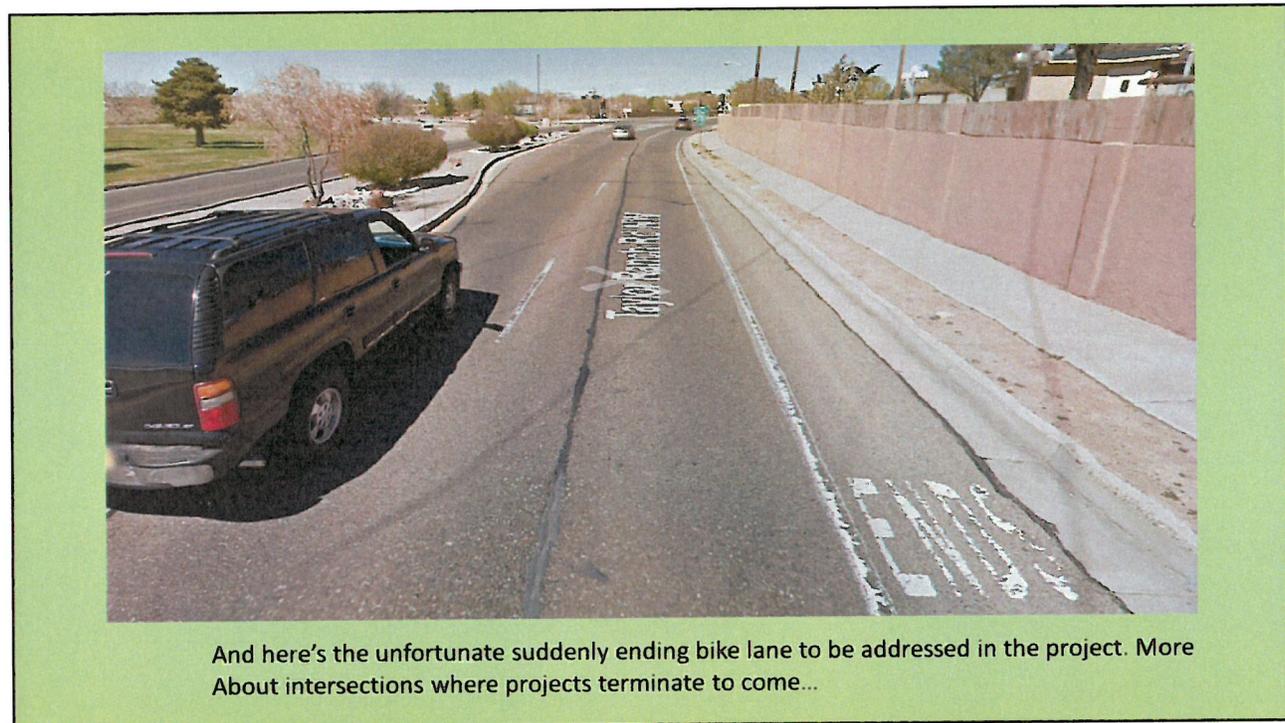
Project Recommendation Prior to Meeting: Add missing 4-foot bike lane in missing section approaching La Orilla Rd.

*Note: Remember GABAC recently discussed this very stretch of road*





Very informative Google screenshots with lane widths, etc. were helpfully employed throughout our April 27<sup>th</sup> meeting. Here's northbound Taylor Ranch at Kachina, at the southern end of Mariposa Basin Park.



And here's the unfortunate suddenly ending bike lane to be addressed in the project. More About intersections where projects terminate to come...



Some GABAC members will remember this birds' eye view discussed at our April meeting (or was it March?) DMD representatives at the April 27<sup>th</sup> meeting mentioned current best practice is to avoid "free rights," as is seen here in multiple directions. Still, Complete Streets projects in 2018-2019 cannot eliminate these "slip lanes."

### Ladera Road, Ouray to Atrisco

Prior Recommendation: 4-foot bike lanes with 2-foot unhatched buffer, 11-foot driving lanes



One GABAC recommendation expressed was for physical-separation (AKA: "Positive Barriers") as west-bound is a golf course, and eastbound has significant distances between ingress/egress points. ABQ Ride brought up the need for bus stops and there was a general disfavor of "positive barriers" expressed, as DMD does not have its own mini-street sweeper (at least one other CABQ department does have one).

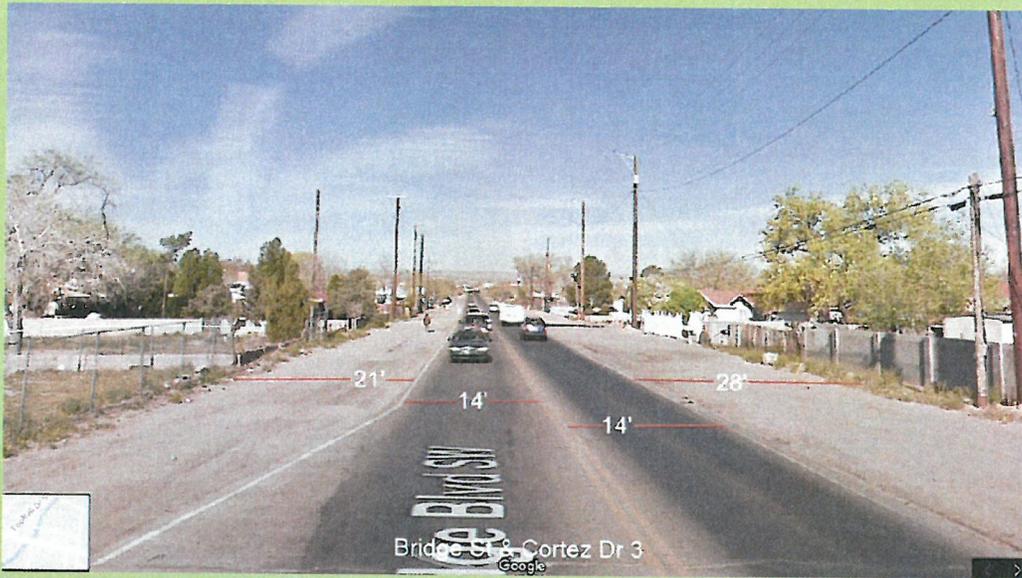


### Bridge Blvd. just east of Old Coors Blvd. to Coors Blvd.

Prior Recommendation: Widen shoulder 4-feet on either side for new bike lane

Note: This is on the 2040 Bikeways Map and 50-Mile Activity Loop (shown as "pending" on Loop Map)

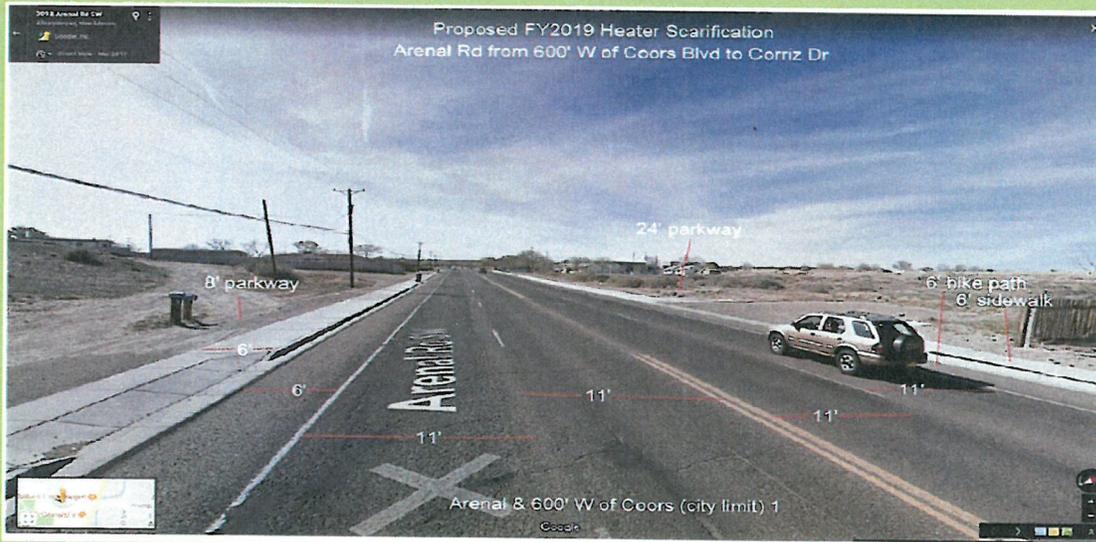


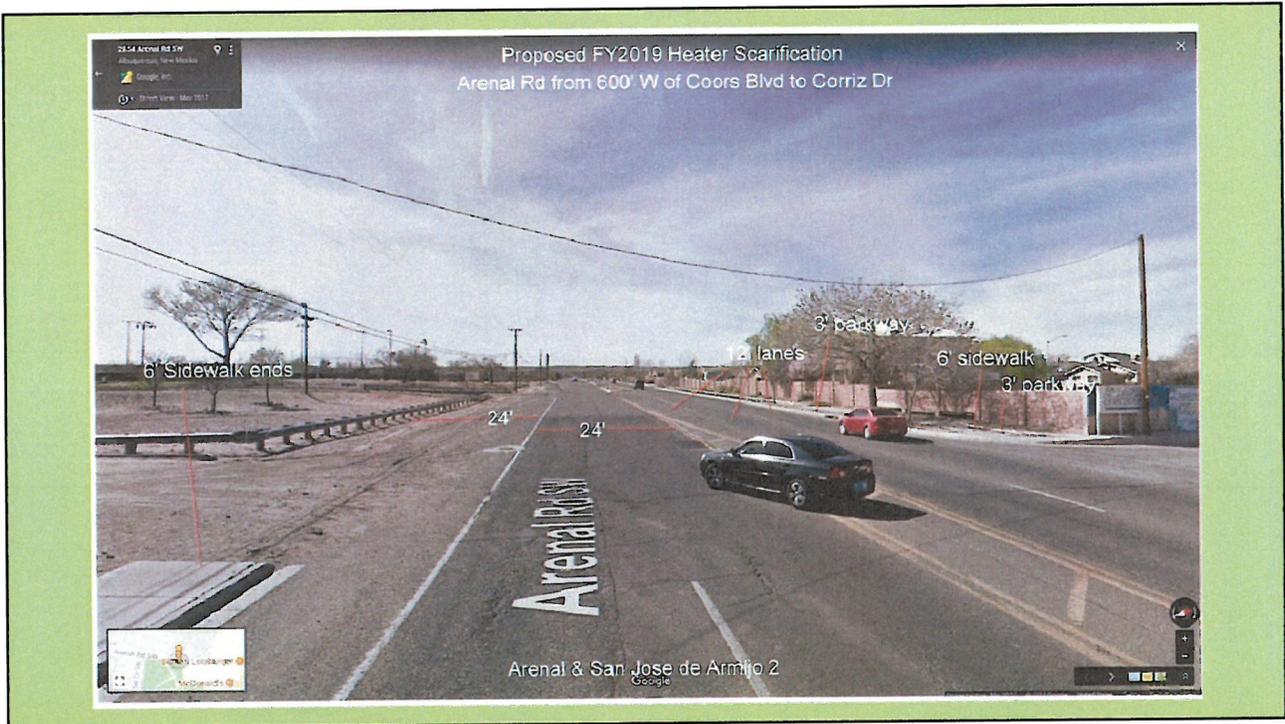


Umm....we on the Review Committee were, while looking at this photo, informed Complete Streets projects couldn't widen roadways/shoulders. Everyone present agreed the above depicted "about as Uncomplete a street as is possible." This was a rather grim part of the meeting...

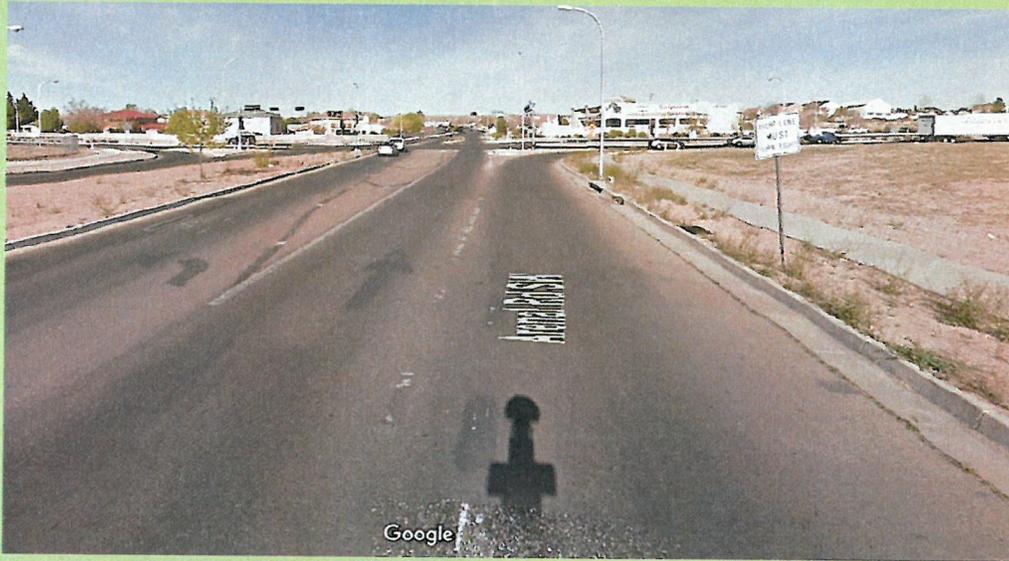
### Arenal (turns to Sapphire) Blvd. 600 feet west of Coors Blvd to Unser Blvd.

Prior Recommendation: No changes on Arenal; 4-foot bike lanes with 3-foot hatched buffer and 11-foot driving lanes on Sapphire

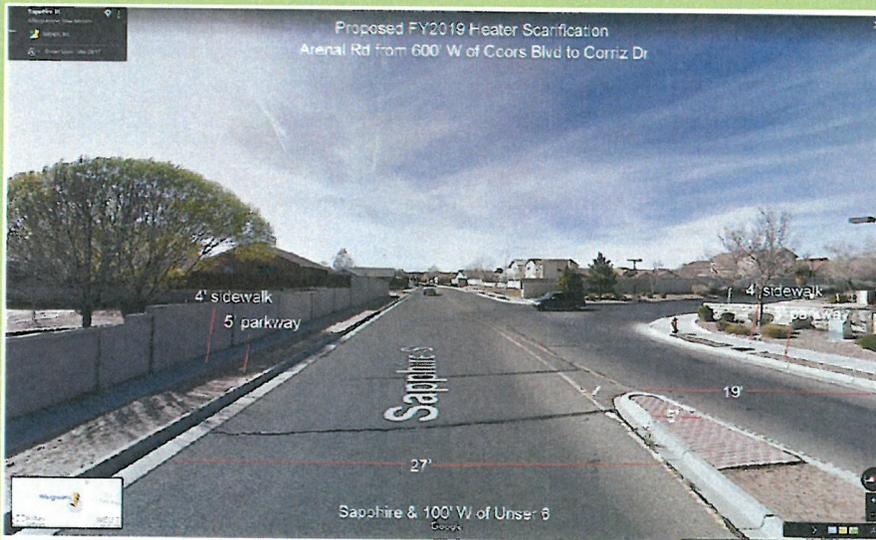




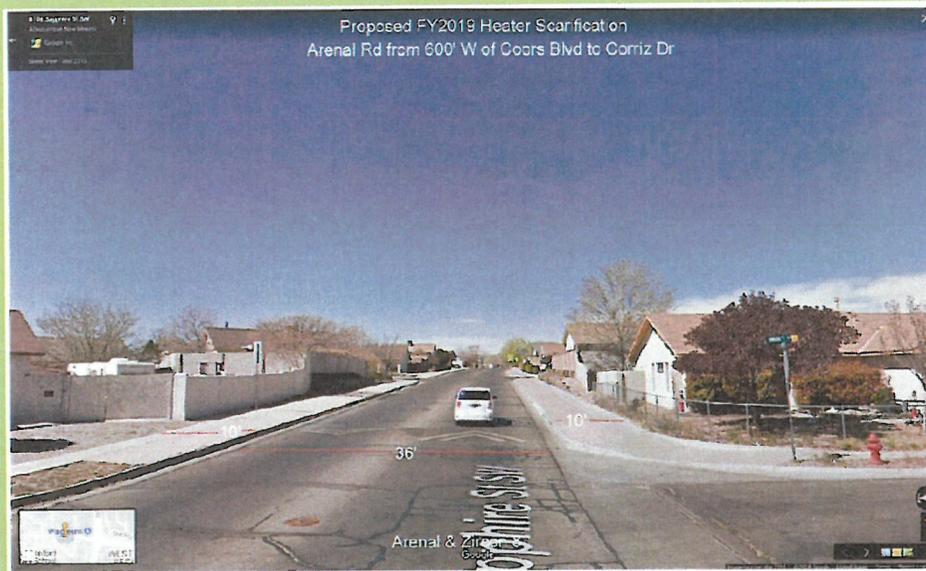
Same place looking westbound on Arenal, illustrating loss of bike lane. Yup, no changes are scheduled to be made here, including that sidewalk.



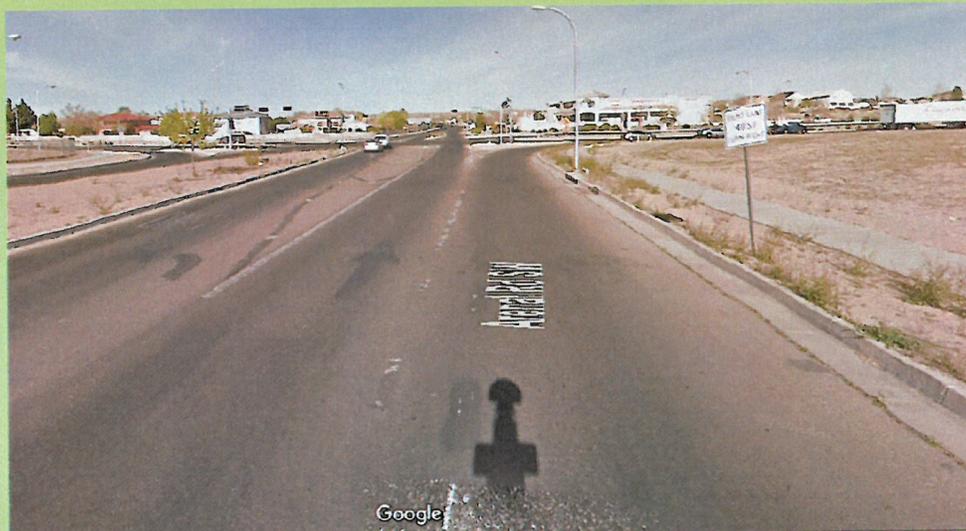
And no changes here on Arenal as we get westbound to Unser. Notably, this stretch is scheduled to have bike lanes on 2040 Long Range Bikeway Map.



Arenal changes name to Sapphire west of Unser, and it's a completely different street. Wide single lanes, traffic counts drop down to 2,000-3,000 AWDT, 25 mph. It even has speed bumps.



And it is here that bike lanes *have been* recommended. Your GABAC representative recommended no bike lanes here, with "Bikes May Use Full Lanes" signs instead. As always, your input is most appreciated.

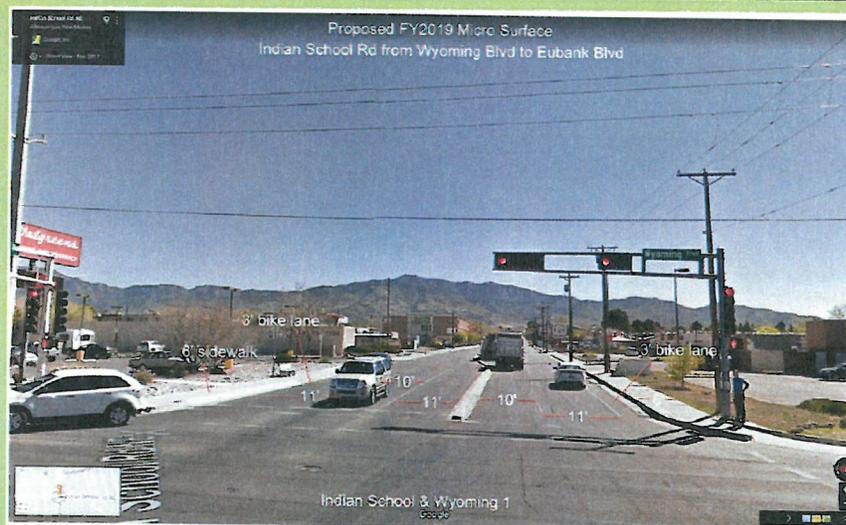


Looking again at Arenal approaching Unser, admittedly a forlorn site given the current recommendation that "no changes" be made here, let's take a deep breath...

## And Stop Whining and Complaining...

Okay, so while our first meeting went on in this largely frustrating manner, let's keep in mind that nobody is "at fault" for these current shortcomings, and that we all must work together to:

- \* Learn from the early steps in what is a long-term process of Complete Streets implementation.
- \* Work within the project constraints in the short-term to do what we can to make cycling and walking as safe and accessible as possible given the circumstances.

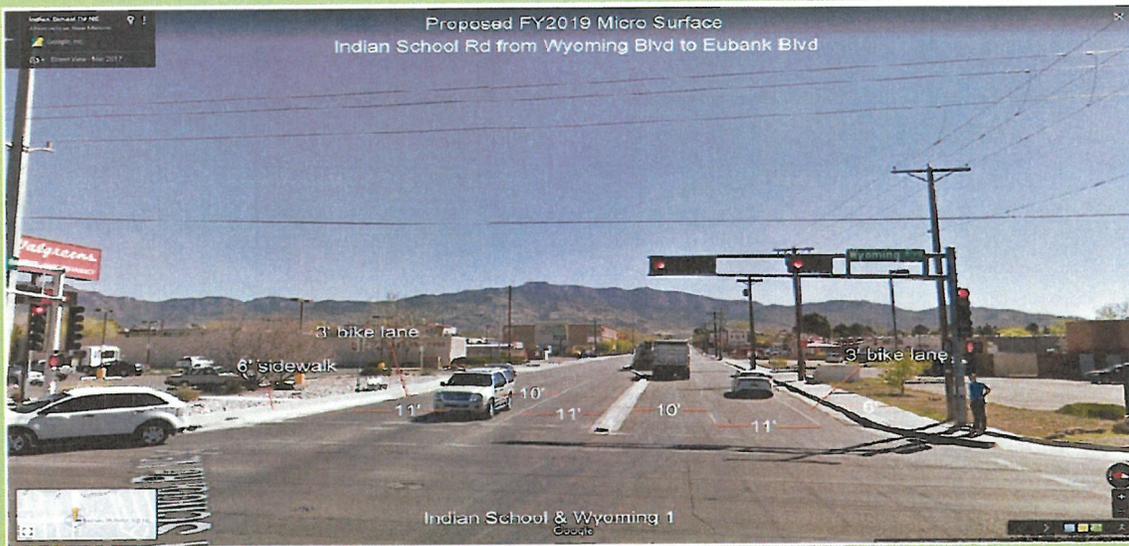


Specifically, let's look at a project to be discussed at the upcoming meeting this Friday, the 18<sup>th</sup>. Indian School Road is scheduled for what's called "Microsurfacing" in 2018-2019 between Wyoming and Eubank.

*Note: "Microsurfacing consists of the application of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and chemical additives to an existing asphalt concrete pavement surface. Polymer is commonly added to the asphalt emulsion to provide better mixture properties. Roadways chosen for cyclical microsurfacing applications would typically be treated every five to seven years." [Los Angeles Department of Transportation](#)*

## Indian School Rd. Wyoming to Eubank

Prior Recommendation: Restripe to include 4-foot minimum bike lane and 10.5 foot driving lanes  
Additional Note: Existing bike lanes

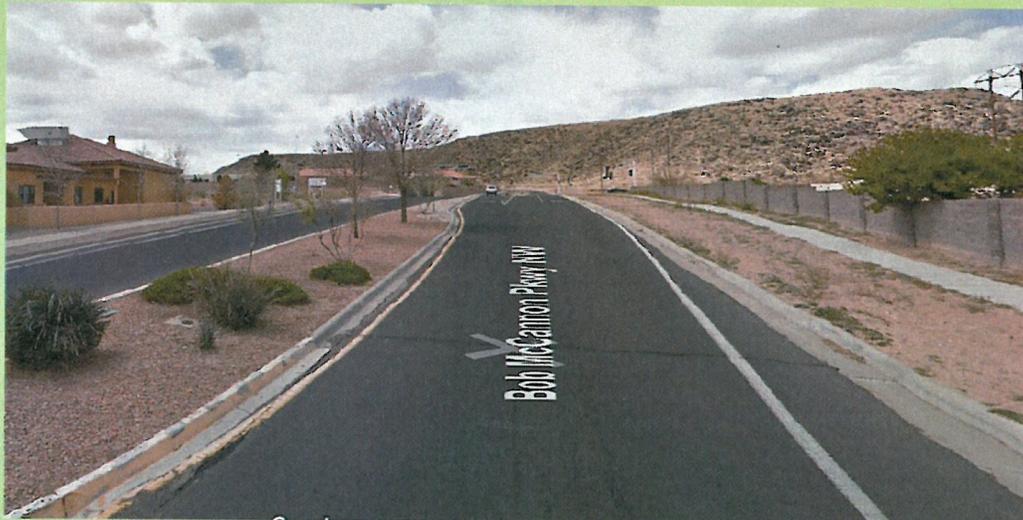


And here is Indian School approaching the project eastern terminus at Eubank. What can we recommend to improve this Wyoming to Eubank stretch, given the existing lane widths and project constraints?

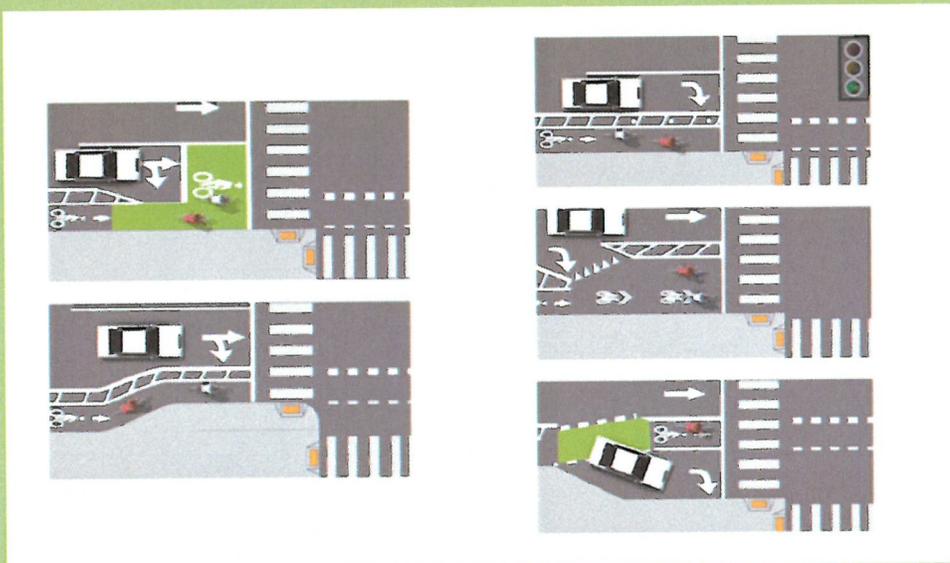
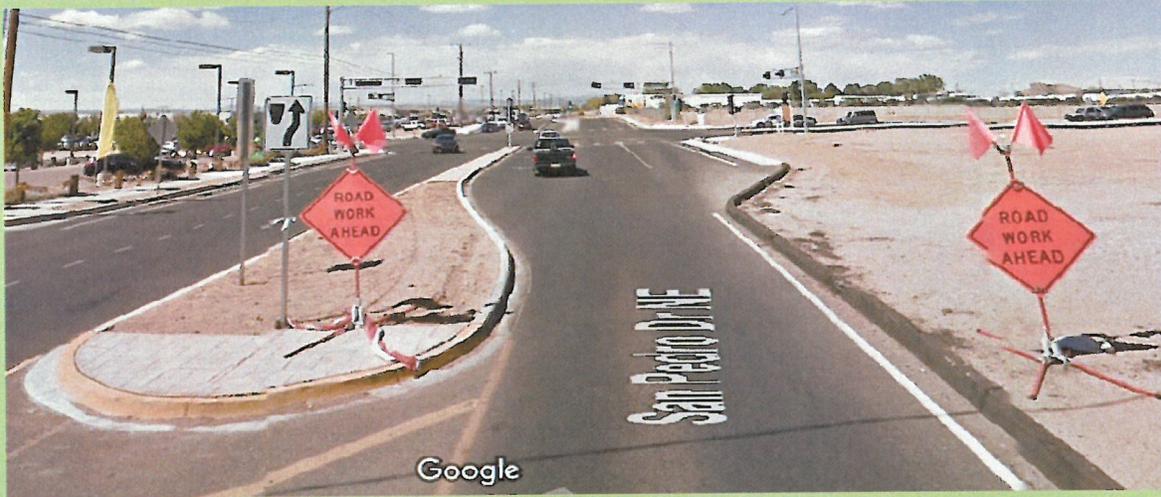
Particularly given the tendency in the past for intersections to terminate striping like this at Washington approaching Lomas southbound:



Or this even newer striping job at Bob McCannon Pkwy (Ouray) approaching Unser westbound



And keeping in mind that San Pedro Dr. is another scheduled 2018-2019 job, between Carmel (just north of PdN), and terminating at Alameda here looking northbound:



NACTO [Urban Street Design Guide](#) "Mixing Zone" Treatments

**Adjacent to Through/Right Turn Lane**

**100% Lane, like 100%**  
 100% bicycle lanes should be used at all intersections, including those with a right turn lane, to ensure the safety of all users.

**100% Left Crossing**  
 Using 100% left-turn lanes can help reduce the number of right-turn lanes, which can reduce the number of conflict points at the intersection.

**Adjacent to Right Turn Only Lane**

**Bicycle Signal Phase**  
 A dedicated bicycle signal phase can provide a safe and clear path for cyclists through the intersection.

**Mixing zone**  
 A dedicated bicycle lane can be used as a mixing zone, where cyclists and pedestrians share the same space.

**Through Bike Lane**  
 A dedicated bicycle lane can be used as a through bike lane, where cyclists have a dedicated path through the intersection.

**100% Lane, like 100%**  
 100% bicycle lanes should be used at all intersections, including those with a right turn lane, to ensure the safety of all users.

**Optional Features**

1. Traffic signals or pavement markings should be used to separate bicycle lanes from adjacent lanes. This can be done by using a different color of pavement or by using a different width of the lane.
2. Cycle tracks should be placed on the side of the road, away from the main flow of traffic. This can be done by using a different color of pavement or by using a different width of the lane.
3. When a lane is used for both bicycles and pedestrians, the lane should be clearly marked with pavement markings and signs to indicate the intended use of the lane.
4. Intersections should be clearly marked with pavement markings and signs to indicate the intended use of the lane.
5. Traffic signals should be used to control the flow of traffic through the intersection. This can be done by using a different color of pavement or by using a different width of the lane.
6. A dedicated bicycle signal phase can provide a safe and clear path for cyclists through the intersection.
7. A dedicated bicycle lane can be used as a mixing zone, where cyclists and pedestrians share the same space.
8. A dedicated bicycle lane can be used as a through bike lane, where cyclists have a dedicated path through the intersection.
9. A dedicated bicycle lane can be used as a through bike lane, where cyclists have a dedicated path through the intersection.
10. A dedicated bicycle lane can be used as a through bike lane, where cyclists have a dedicated path through the intersection.

100% Lane, like 100%  
 100% bicycle lanes should be used at all intersections, including those with a right turn lane, to ensure the safety of all users.

NACTO Urban Street Design Guide "Mixing Zone" Guidance

RECOMMENDATIONS

Minimize unused space. Excess pavement increases speed and accommodates driver error. Control speeds by tightly managing the design and spatial layout of intersections. Tighten lane widths and eliminate unnecessary travel lanes, reallocating space for bike lanes and cycle tracks.

+ More Info

2 Use leading pedestrian intervals (LPI) to give pedestrians a head start entering the crosswalk. Add pedestrian safety islands where possible and eliminate channelized right-turn lanes to slow turn speeds and create self-enforcing yielding to pedestrians. Provide a right-turn pocket or mixing zone where right turn volumes merit. Minimize speed, especially at turns. Curb extensions, tight corner radii, cycle tracks, and pedestrian safety islands force drivers to navigate intersections cautiously.

3 At large intersections, accommodate bicyclists either through full signalization or mixing zones. While a dedicated bicycle signal is generally desirable from a safety point of view, an added signal phase lengthens the overall cycle length and exacerbates delay for all users. Avoid the use of mixing zones or restrict turns where turn volumes are likely to make bicyclists feel unsafe.

4 Bicyclist left turns may be facilitated using intersection crossing markings and a 2-stage turn queue box.

+ More Info

Align lanes through an intersection and enforce turning lanes with curb extensions to reduce merging and weaving. Delineate guide markings through intersections to reduce conflicts and guide turning vehicles.

+ More Info

5 Consider banning left or right turns where they are problematic or create safety conflicts.

Provide left-turn pockets where frequent left turns are made, retaining a 6-foot pedestrian safety island by reducing the bike lane buffer.

6 Minimize delay to transit vehicles using transit signal priority. Determine the transit stop placement based upon the location of major destinations, transfer activity, and route alignment. At signalized and unsignalized intersections, far-side transit stops are preferable. Bus bulbs improve transit travel times and provide a dedicated space for waiting passengers.

+ More Info

Daylight intersections to maximize sight distance. Reduce vehicle speeds to match sight distance, rather than enlarging the intersection or removing obstructions.

NACTO Urban Street Design Guide recommendations, including use Of Leading Pedestrian/Bicycle Interval signalization

### Design Guidance

**Bicycle Detection**

**Revised Features**

- 1. The use of a standard color (green) will be required for all applications to be used to ensure that they detect bicycles.
- 2. The color of the painted lane should be the same as the color of the pavement to ensure that they detect bicycles.
- 3. If not provided within a dedicated bike lane, a dedicated bike lane signal should be used to indicate that the intersection has detected a bicycle location. This should be used to activate the signal.

**Recommended Features**

- 1. The NACTO guidance requires that a dedicated bike lane signal should be used to indicate that the intersection has detected a bicycle location. This should be used to activate the signal.

**Push Button**

1. If not provided within a dedicated bike lane, a dedicated bike lane signal should be used to indicate that the intersection has detected a bicycle location. This should be used to activate the signal.

**Sign or Detection Area for Lane Detection Type**

**Bicycle Detection Placement Marking**

**NACTO Urban Street Design Guide required/recommended features for bicycle detection**

## Discussion

After having heard/seen a bit about the Review process and constraints, what ideas do you have moving forward to this Friday's meeting and beyond? Here is what your humble GABAC representative is thinking at present:

1. Naturally, take "every possible inch" of driving lane for bike lane/buffer;
2. Make certain these street projects avoid the problem in years past of simply yanking the striping pattern approaching project terminating intersections.
3. Consider and urge the use of inexpensive signal timing changes, cycling/walking sensors, leading intervals and other means to make these intersections significantly safer for both walkers and cyclists.
4. Comprehensively invoke the street design guidelines of the National Association of City Transportation Officials in executing these projects within the existing constraints.