



Tim Keller, Mayor

# Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

July 11, 2022 | 4:00 – 6:00 PM



Meeting will be held virtually.

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

Zoom meetings will be recorded and the chat will be saved for notetaking purposes.

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

**Zoom Meeting Info:** <https://cabq.zoom.us/j/88461619655>

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

**Meeting ID:** 884 6161 9655

- **Welcome and Introductions**

[ ] Ryan Mast  
NE Quadrant

[ ] Dr. Naomi George  
SE Quadrant

[ ] Dan Jensen  
NW Quadrant

[ ] Nevarez Encinias  
SW Quadrant

[ ] Richard Meadows (chair)  
Pedestrians + Transit Users

[ ] Josiah Hooten  
Bicyclists

[ ] Vacant  
Represent individuals  
w/a Disability

[ ] Vacant  
Youth (Under 24)

[ ] Lanny Topping  
Older Adults (over 60)

- **Approval of July 11, 2022 Meeting Agenda**

- **Approval of May 9, 2022 Meeting Minutes**

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

- Please email comments to Valerie Hermanson (vhermanson@cabq.gov) prior to the meeting or use the virtual raise hand feature during the meeting.

- **Discussion / Action Items**

- Galbadon Rd NW & I-40 Trail safety concerns (motion at May 9, 2022 meeting to keep this item on the agenda until a resolution is completed)
- Discussion: Inviting Mayor’s Office and other City Department public information officers to a GAATC meeting to discuss how GAATC can help with messaging around active transportation
- Discussion: City outreach to New Mexico Legislature to incorporate cycling/pedestrian awareness module into all driver training/testing materials

**Next Meeting: Monday, August 8, 2022**



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

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- **Presentations**
  - No presentations.
  
- **Staff Reports**
  - Municipal Development (DMD)
    - Engineering
    - Vision Zero
  - Council Services
  - Parks and Recreation
  - Planning
  - ABQ RIDE
  - Bernalillo County
  - MRCOG
  - NMDOT District 3
  
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  
- **Adjourn**

**Next Meeting: Monday, August 8, 2022**



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

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### **Committee Members Present**

Richard Meadows (Chair)  
Nevarez Encinias  
Dr. Naomi George  
Ryan Mast

### **Committee Members Absent**

Dan Jensen  
Lanny Tanning

### **Staff Members Present**

Carrie Barkhurst (ABQ RIDE)  
Tim Brown (DMD)  
Raul Gonzales (DMD)  
Valerie Hermanson (DMD)  
Albert Lee (Sustainability)  
Julie Luna (Bernalillo County)  
Jill Mosher (NMDOT District 3)  
Whitney Phelan (Parks and Rec)  
Cheryl Somerfeldt (Parks and Rec)  
Seth Tinkle (Planning)

### **Visitors Present**

Dianne Cress (Bike ABQ)  
Scot Key (Resident interested in active transportation)  
Numair Latif  
Janet Manry (Downtown Resident, bicyclist, pedestrian)  
Steve Pilon (Bike ABQ)  
Peter Rice (Downtown ABQ News)  
Ralph Wrons (Bike ABQ)

**Richard Meadows called the meeting to order at 4:02 PM**



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### Approval of July Meeting Agenda

Dan Jensen (*motion*); Navy Encinias (*second*) – *approved unanimously*

### Approval of May Meeting Minutes

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

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

- Steve Pilon (Bike ABQ): Previously asked DMD to consider reducing or eliminating curb cuts at Montgomery between the freeway & North Diversion Channel Trail. Was told, this would not happen. Curious of the review process and why? Noticed in new developments, trying to eliminate curb cuts, and this is consistent with that roadway design.
  - Richard Meadows: At the last meeting, Jill Mosher (NMDOT) partly responded to this, but it is a City facility.
  - Jill Mosher: Montgomery is a City facility, but question came along within context of the NMDOT project. NMDOT will take care of corridor issues such as consolidating access points. The issue with example would come in with the overlapping jurisdiction. NMDOT would try as part of the project if they have it approved. It also depends on right of way (ROW) process/negotiations, which could impact it. Have to allow for a certain level of site circulation. If they can't make it work within their own site, which is something NMDOT looks at for new development and determining where the access should be. However, it can be harder to retrofit existing access. This project is complicated because it's design/build. The design process moves quickly along with the construction, so we not necessarily know what is going to look like or what was included. Can look for this parcel to see what is proposed. Will try to have it available for the next GAATC meeting.
  - Richard M: Tim, did you have any thoughts about this particular location?
  - Tim Brown: Cannot speak to this project specifically because does not have all the information. Generally, the City's policy would echo the NMDOT. If there is a major road project, then the City would look to consolidate access. Typically depends on lot size and if we are able to arrange access easements across other properties in order to close one access while still providing good access to another business. Access points are probably one of the most important things to businesses, especially once established, so consolidating them or taking one away is not an easy process.
  - Steve P: Both convenience stores have access through side streets.
  - Tim B: Correct, but these business will probably still want their access to the main street. Unless something fundamentally changes, taking that access away is not a simple or short process. If a stated goal at the beginning of a project is to consolidate access as part of some type of access management on a corridor and as a safety effort, then it involves all land, property, and business owners



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along the corridor as part of the collaborative process. 30,000 foot view of this. The City's Planning Department would be able to speak more about the specific details. Julie/Richard, maybe you can speak to this too and the County probably has a similar process as the City.

- Richard M: This question is in relation to Montgomery interchange project and the approaches to this project.
  - Jill M: Outside of NMDOT access control area for the interchanges at both Montgomery and Comanche, NMDOT deferred to what the City allows. It allows tighter spacing of access points and this was one of the decisions made early on by NMDOT because once outside of the interchange it is a City facility. NMDOT is partnering with the City on this project.
- Scot Key: Riding down Williams St. in the East San Jose/South Broadway area toward Woodward. It's great and has been repaved, has sharrows, and signage connecting it to the Bosque Trail. Very appreciative of this. Also, rode down to Valle de Oro and saw opportunities to add wayfinding signage letting people know that the Bosque Trail goes south of Rio Bravo and also Valle de Oro. Thinks that newer folks to riding probably don't know this. It would be great to have signage leading folks from 2<sup>nd</sup> Street that goes to the Refuge and also from the Bosque Trail north of Rio Bravo. And even into town that people have a lot of opportunities in the South Valley. Understands costs money but it is as cheap as you can get. Urge better signage be provided.
  - Ralph Wrons: Question about section of Washington identified as a bike route on the map between Central and Lead. This section seems like it is about as wide as Washington north of Central, which has narrow bike lanes. We would like to suggest this be considered for bike lanes to make the network more connected and consistent. Is this the right committee to come to first?
    - Tim Brown: This Committee is a good way to communicate these types of requests or questions. About the same size does not always mean that is the same size. And when we're dealing with a bike lanes, a foot or two can make a big difference. Speaking personally, the bike lanes on Washington today between Copper and Constitution are substandard – they are narrow and it would preferable for them to be wider. Councilor Fiebelkorn is preparing comprehensive traffic study for that area and we may be able to work in as part of that scope to look for some options. The study is looking at ways to slow drivers down. On a road like Washington, this can often mean restriping and maybe implementing a standard bike lane. However, south of Lomas, this is Councilor Davis's district. If we can come up with a section that works on Councilor Fiebelkorn's section maybe it can be applied this southern section too if there is a proper way to fit in everything. Tim receives some City funds for striping maintenance and most of these funds goes toward maintaining existing striping. If we see a true safety issue, then we will correct it. We do not have enough funding to wholesale remove striping on a road. Normally we wait for road rehab to be able to do this. So even if we determine this would work on a section of the road, either the Councilor will fund the restriping from their set aside or we



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will wait for the road rehab. The annual Complete Streets roadway rehabilitation process would pick up on this once a street is on that list for repaving. Outside of this, we would need to find funding. Long winded way of saying it's possible but there are hoops.

- Steve Pilon: Wanted to comment on the bicycle crash that happened over the weekend – two bicyclists were hit by a drunk driver while they were riding in the bike lane. Perhaps protected bike lanes could have prevented this crash. One of the bicyclists is in critical condition from a head injury and the other one is not injured too badly. Didn't want to let that pass without noting that.

- **Discussion / Action Items**

- Discussion: Galbadon Rd NW at I-40 Trail safety concerns (Lanny Toning)

Julie Luna (Bernalillo County): Heard it's on a schedule to implement speed humps. Not sure of the timing, but will provide once they send the schedule.

- Discussion: Inviting Mayor's Office and other City Department public information officers to a GAATC meeting to discuss how GAATC can help with messaging around active transportation
- Richard M: Fits in well with some of the Vision Zero strategies. Does anyone have any thoughts on this or also around safety?
  - Dan Jensen: Safety is an important issue to active transportation because if people don't feel safe walking or riding bikes on the street because of speeding, drunks, or people shooting at you. Puts a damper on active transportation. For example, using ABQ RIDE on the Coors corridor. If you're using it both directions, then you have to worry about crossing Coors, which is always a problem. Also plays into speeding. We need to do more driver education and more serious ways of dealing with the speeding issue. Maybe the cameras are a good start. Disappointed to see people celebrating when one of them was vandalized and stolen. But it is going to take more than feel good PSAs, like speeding has a name, because people who don't speed are the exception to the rule. We need to do more.
  - Richard M: Do you think inviting someone from the Mayor's office would help? I'm sure they are aware of these things. Do we need to elevate the discussion?
  - Dan J: I think it would be helpful if they would send someone who would listen seriously.
- Naomi George: Agree with Dan's comments although her faith in humanity may be different. Thinks that speeding cameras issuing traffic tickets can only go so far and the essential task is slowing streets down with street slowing measures. Since May's meeting, read a lot about emergency vehicle access policies, which make it more difficult to design the street for drivers to slow down. It might be valuable to invite Fire and Rescue to participate in this committee and participate in this conversation. Feels there are a lot of myths of what is actually needed for fire and rescue vehicles.



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- Richard M: Do you think we need to vote on this or ask Val and DMD to invite them to a future meeting?
- Valerie Hermanson: Will reach out to Fire and Rescue and Mayor's Office. Also spoke with the DMD PIO about this discussion item before the meeting and they were curious about the specifics of the request or if there was a specific project.
  - Discussion: City outreach to New Mexico Legislature to incorporate cycling/pedestrian awareness module into all driver training/testing materials
- Richard M: Any thoughts from the Committee on this?
  - Dan: Thinks it's concrete and easy to understand. Thinks the Committee should develop a resolution and ask that the City work on this.
  - Richard: Especially if it means taking something to the legislature, we probably need a resolution with action items.
  - Ryan: Good point to bring a resolution forward. On the legislature side, they will have a long session next year, so now is the time to have that discussion. Agree with Dan that this is something we bring forward and that we do it now, so that everyone who will be involved has time to work on it.
  - Richard: Would any Committee members be interested in working with Richard to draft a resolution?
  - Val H: Spoke with Debbie who used to manage this Committee about this topic ahead of the meeting. Said the Committee could put together a resolution directing the City to figure out the process to updating the education/testing, which has been a barrier in the past to making driver education/training more inclusive of active transportation/safety. At this time, we do not know the process, so that could be helpful to include in the resolution too.
  - Richard: That sounds good. Are there any committee members that would like to form a subcommittee to work on this together and then we can bring back the draft to the full committee? Is that acceptable?
  - Val H: Yes, that sounds about right. As long as the subcommittee is three or less Committee members to meet Open Meetings requirements.
  - Ryan M: Would be happy to help with this
  - Dan: Also willing and interested to help too.
- Steve P: Thinks that the motor vehicle department regulates driver training and testing. Maybe we could have someone from MVD come talk to us and provide an overview of how much bicyclists/pedestrians are covered in the current education?
  - Richard: Good thought. If the legislature has to pass something, we will need to work with the MVD to be able to implement it.
- Scot Key: Bounce on what Naomi said about education vs engineering. With a long session, this is the time to go for a statewide Complete Streets program. Lives next to Coors and the overlaps there demonstrate the need for the State to have Complete Streets in addition to the



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City's policy. Urge the Committee to pursue that along with the educational components for driver's ed.

- Julie L: Several years ago, a person from Taxation & Revenue spoke to a bicycling group about these items and it was interesting. Recommends completing the discovery process and doing research. She was surprised by how much information actually was in the manual on bicyclists and pedestrians and the processes regarding testing. Was also pleasantly surprised by how open the Taxation & Revenue Department was toward hearing bicyclist concerns.

- **Presentations**

- None.

### Staff Reports

- Municipal Development (DMD)
  - Engineering (Tim)
    - Striping program has all school crossings up to fair or better condition and believes they have completed all the locations on their needs list.
    - Investigating all dual rights within the city to see what it would take to install leading pedestrian intervals (LPIs) at these locations. Recently, an LPI was installed at Osuna and San Pedro – several near conflicts with pedestrians crossing and turning vehicles
    - Several general safety studies going on looking traffic signals to see if they are good candidates to be decommissioned and converted to all way stops. Looking at intersections with high crash rates – not necessarily bike/ped issues but overall safety.
      - Steve P: Converting Girard/Constitution has improved the situation and has slowed down traffic on Girard. A successful change.
      - Tim: Glad to hear this. About 95% of comments about this change have been positive. One less signal means one less signal to power and also one less technician that will have to go out to repair it when needed. This was undertaken to see if it would have a positive safety improvement. Will go back in a year and review crashes and as long as there is not an increase, then it will likely be left as an all way stop.
    - Scot Key: Thank you. Been out of town. Did the HAWK signal go up at the library at Central & San Pablo?
    - Tim B: Has not gone in yet. Project was bid some time ago but materials are taking more time to arrive due to supply chain challenges. There is a pre-construction meeting for this project on Thursday. Hopefully over the next two or three months, you see this project implemented. As part of this project, there will also be a HAWK at Central and Conchas and it also includes some restriping along Central.





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- Scot K: Great to see both will happen. Someone was killed just a few days ago at Charleston and Central, so anything going toward these issues along this part of Central is important.
- Tim B: The County also put in a HAWK at Texas, so will have pretty solid pedestrian crossing infrastructure from Eubank to Wyoming and better meets the Development Process Manual (DPM) recommendations. Cannot guarantee that people will use them, but it is important to provide people with good infrastructure to be able to cross the street.
- Vision Zero (Valerie)
  - Has several updates. Working with DMD's PIO to update the Vision Zero website with the following updates. Hopes they will be posted by the end of this week.
  - We are contracting with a few different consultants and have a number of projects that will be kicking off soon. Will provide updates to the Committee as she has them.
    - Vision Zero Year in Review - identifies where progress has been made in the one-year period following the completion of the Action Plan and where the City should prioritize its efforts in the coming years. Will also include a Prioritization Strategy for the high fatal & injury network (HFIN) corridors and intersections. Will identify short- and long-term recommendations for the top 10 HFIN corridors/intersections. This prioritization strategy will position the City to be able to apply for future funding to implement traffic safety improvements.
    - Vision Zero Toolkit; Takes national guidance/best practices to create a toolkit of low cost high impact safety countermeasures.
  - Bike Boulevard Design Toolkit – provide guidance and best practices on the implementation of bike boulevards in ABQ. Provide a decision-making framework that can be used as a reference during the design of bike boulevards and the selection of routes as potential bike boulevard. They will also review proposed bike boulevards on the long-range bikeway system for general suitability and develop a map of existing and proposed bike boulevards that indicates the level the facility adheres to the desired design characteristics.
  - Bicycle and Trail Facility Plan update: had discussions with Chair Meadows and also Whitney at Parks and Rec about updating this plan. Staff are working on a strategy, including finding funding to be able to update this plan.
  - Automated Speed Enforcement (ASE): Welcome to Raul Gonzales, our new Automated Speed Enforcement Program Manager. The City created a new webpage with ASE statistics that will be updated weekly:  
<https://www.cabq.gov/automated-speed-enforcement>
  - Richard M: Yes, please bring these items or as priorities are identified to the Committee like you said. It would also be great to have Raul come to the Committee and provide progress on the ASE program.



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- Steve P: The Dutch Crow Manual came up at the Bike ABQ meeting. In terms of best practices, wondering if the City had access to this and would be incorporating this? Apparently mentioned on NACTO's website too. Seems like some people are really exceeding the speed limit. Is there discussion at the City of making the fine proportional to the degree of speeding?
  - Val H: We can certainly have the consultants look at the Dutch Crow Manual and if there are potential best practices that could be used here. However, we must follow the Manual on Uniform Traffic Control Devices (MUTCD) and also adhere to the City's DPM. The DPM refers to MUTCD and NACTO for additional guidance.
  - One of our top questions related to ASE and it might be helpful to add it to our FAQ page. Important to note that the City does not determine the citation amount and it is set by state statute, which would have to change to be able to change the citation amounts. An ASE citation is a civil penalty and not a criminal penalty.
  - Steve P: Maybe this is another thing the City could ask the state legislature to address in the upcoming long session.
  - Ralph W: Wants to echo what Steve says. Aware the City has lobbyists that attend the state legislature. Knows a bicycle boulevard to be Silver, which has the posted 18 mile per hour speed limit. Are there more criteria to designate a bike boulevard?
  - Val H: Yes, typically bike boulevards prioritize bicycle travel and are on roadways that have low speed and low motor vehicle traffic volumes. Typically, traffic calming measures are implemented so that when there are motor vehicles, drivers must go slower.
  - Naomi G: Curious if there is evidence/data that ASE fines have an effect in slowing traffic?
  - Val H: Would have to look into this to see if there are any studies or data.
  - Naomi G: Worry around fees in general is that they are a regressive tax and if there is not good evidence around them not sure that we should put effort toward building a regressive tax when we want slower traffic and safer streets.
  - Val H: It's a good point. There are also equity considerations, which is why the program included a four-hour community service option in lieu of the \$100 citation. Also, if a citation amount is higher, this needs to be considered too.
  - Steve P: Maybe more hours of public service.
- Parks and Recreation (Whitney)
    - Pre-construction meeting for Alameda Drain Trail is tomorrow, so will have a better idea of the schedule for that project soon.
    - About one month into landscaping Copper near Daniel Website Park / Los Altos Golf Course. Have about one month to complete the work.
  - Planning (Seth)



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- Central Albuquerque Area Planning Assessment kicked off a few weeks ago. There will be a series of community walks in the coming months and starting this month in the San Jose neighborhood. July 14 at Jack Candelaria Community Center from 6 -7 pm
- July 21 at El Dorado Bakery from 9 – 10 am
- July 28 at Herman Sanchez Community Center from 6 - 7 pm
  
- <https://www.facebook.com/abctozoneing>
- <https://cabq.gov/cpa>
  
- ABQ RIDE (Carrie)
  - No updates.
  - Richard: ABQ RIDE is completing a route study?
  - Carrie: Yes, we are working toward public outreach in September. Maybe August would be a good time for an update and presentation. ABQ RIDE is evaluating all routes in the entire system to ensure that we are providing the best service that we can.
  
- Bernalillo County (Julie)
  - No major updates. Federally funded projects are moving along. Nothing new to report.
  
- NMDOT (Jill)
  - Does not have much to add. Dr. Martin Luther King Jr. off ramp removal starting soon. Will remove the short northbound ramp that exists here. There will be improvements on the Frontage Road.
  - Tramway project is on-going
  - Still in the development of the Montgomery project and the Rio Bravo bridge replacement project.
  - Outside of town – NMDOT will build retaining wall along eastside of NM 14 – embankment frequently sloughing off near mile marker 4.
    - Richard M: There is also a project at NM 14 and NM 536 and Frost Road.
    - Jill M: There will be a roundabout here. Approaching 90% design. There are trail considerations. Bernalillo County also completed a study in the area and NMDOT including some improvements within the roundabout knowing there will be potential to join other future trail plans.
    - Scot K: Unique opportunity to have both the County and the State here. How will the Rio Bravo bridge project be included with the 2<sup>nd</sup> Street project?
    - Jill M: What's complicated is the 2<sup>nd</sup> Street project will be ready first. They've identified funding. The issue with the Rio Bravo bride project is the latest estimate went up \$15 million. Went from \$63 million to \$78 million. Do not have construction funding identified. Moving forward with design, so estimates that this time next year, the design will be complete. Applying to federal bridge grant or hoping NM Legislature could help. When they had the emergency project here 2.5 years ago, Senator Padilla was a huge proponent of the project. To be transparent, working closely with the County to coordinate the projects, however,



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with the bridge escalation prices, we do not have a funding source to confirm when the bridge will go to construction.

- Scot K: I'm sure you can understand as an end user, this infrastructure bill is over a trillion dollars, so we feel like everything is funded. And this project was already in the pipeline, but I understand what you are saying. Richard/Julie, how does 2<sup>nd</sup> Street plug into this?
- Richard M: The 2<sup>nd</sup> Street project is supposed to happen next year. It is like two projects: the intersection at Rio Bravo and then a gap project to widen Rio Bravo from where NMDOT left off at South Diversion Channel where they did the interchange all the way to 2<sup>nd</sup> Street. Believes the 2<sup>nd</sup> Street project would connect to the bridge project. IS that correct, Jill?
- Jill M: Yes, believes this is the case and they are bringing their project to 2<sup>nd</sup> Street.

Also, if I may provide commentary on the infrastructure bill. Wished that the way this bill has been touted were true or that at least New Mexico would have received a windfall of funding. The fact of the matter is that they added more funding to the overall pie and then cut the pie into smaller pieces. They added some additional funding set asides. Even though the large urban area received about \$1 million more, there is a \$2 million carbon reduction that will act a lot like the CMAQ funding that we already have. However, these funds did not come in a way that is useable to fund these major projects that we need.

- Scot K: In retrospect, we would have combined the bridge project with the interchange project. And not just stopped at Prince and keep it all the way to the bridge, but that's what happened. Thanks for the comments and info.
- Richard M: We are also learning that even though there is some additional funding through the infrastructure bill because prices have escalated so much, we are paying more. Like Jill said, there are lot of new programs and not necessarily additional funding in the programs that we normally use to fund these projects.
- Scot K: Would like to appreciate the Committee spending some time on this topic. Thanks.
- Dan J: Thank you, Jill. When you mentioned Tramway, is this at eastbound Paseo or something else?
- Jill M: The rehab of the four timber arch bridges that go over Tramway and upgrading the decking. Some protected measures to the timber arches and adding epoxy into the cracks. At Tramway and Paseo, we are getting a consultant under design. On Tramway, it used to be more rural, but with city infill, now it's urbanized. So a lot of the intersection designs are obsolete. For example, the free rights do not work well in an urbanized setting. Over next several years will be redesigning and redoing these intersections to bring them into the 90-degree angle and remove the free rights, which are not friendly to pedestrians, bicyclists or multi-modal activities.
- Steve: Would like to second what Jill said. Those fast-right turns are



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completely inappropriate and make it harder for bicyclists and pedestrians. What is the technical term?

- Jill M: We always call them free rights.
- Scot K: Slip lanes.
- Steve P: There is one exit from a gas station just north of Montgomery and there is a back exit back on to Tramway is a hazard to bicyclists and hopes this can be addressed as well.
- Jill M: Have not received love for all the recent improvements, so it's nice to hear the support from this group. Unfortunately, when Tramway became NMDOT's sometimes get stuck with these access points that we would not normally have. Your comment is noted and in the future, when we do a project, we can look at it.
- Richard M: Anyone on the Committee or the audience if you want to write a positive letter to the editor about what NMDOT is doing that would be nice. Because they are certainly hearing from the rest of the population. It would be nice to get some positive comments.
- Jill M: If you send a letter to D'Val, the traffic team would be appreciative.
- Naomi G: If you share a list of your accomplishments we could write a letter of support.
  
- Val H: Going back to the previous discussion about ASE, would be remiss if didn't mention that speed safety cameras are a Federal Highway Administration (FHWA) proven safety countermeasure, so there are proven safety benefits that have been well-studied/documented.  
<https://safety.fhwa.dot.gov/provencountermeasures/speed-safety-cameras.cfm>  
Unsure if there is research related to the fine amounts, but can look into that further.

Public Comment:

No additional public comments.

**Meeting adjourned at 5:13 PM**

**Next Meeting: August 8, 4:00pm – 6:00pm**