



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

August 8, 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 August 8, 2022 Meeting Agenda**

- **Approval of July 11, 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. In the meeting, please wait until recognized to begin comments.

- **Discussion / Action Items**

- Galbadon Rd NW & I-40 Trail safety concerns (motion at May 9, 2022 meeting to keep this item on the agenda until a resolution is completed)
- **Action Item:** Selection of Vice Chair for the Greater Albuquerque Active Transportation Committee
- **Action Item:** Resolution: Recommendation to the City to Coordinate with Motor Vehicle Division on Drivers’ Safety Education Related to Pedestrians and Bicyclists (see draft Resolution attached)

Next Meeting: Monday, September 12, 2022



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- **Discussion:** Bus service issues

- **Discussion:**
 - Preference over how to treat right turns: combined bike lane/turn lane or through bike lane (bike lane adjacent to turn lane)
 - Separated or protected bikeways – physical barrier types/preferences

- **Presentations**
 - **Alameda Trailhead at Paseo del Bosque Concept Review** - Whitney Phelan, Department of Parks and Recreation, City of Albuquerque & Sites Southwest

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

- **Public Comments** (Public comment is limited to two (2) minutes per audience member) Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

- **Adjourn**

Next Meeting: Monday, September 12, 2022



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Committee Members Present

Richard Meadows (Chair)
Nevarez (Navy) Encinias
Dan Jensen
Josiah Hooten
Ryan Mast

Committee Members Absent

Dr. Naomi George
Lanny Tanning

Staff Members Present

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

Visitors Present

Baruch Campos (Together For Brothers)
Dianne Cress (Bike ABQ)
Bob Oberdorfer (Sites Southwest)
Peter Rice (Downtown ABQ News)
Alejandro Villezcas (Together For Brothers)
Danielle Wilson (Sites Southwest)
Ralph Wrons (Bike ABQ)

Richard Meadows called the meeting to order at 4:01 pm

Made note that we will be managing the GAATC meetings more formally.



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Approval of August Meeting Agenda

Dan Jensen (*motion*); Josiah Hooten (*second*) – *approved unanimously*

Approval of July Meeting Minutes

Josiah Hooten (*motion*); Dan Jensen (*second*) – *approved unanimously*

Public Comments (2-minute limit per audience member)

- Alejandro Villezcas (Together for Brothers): Together for Brothers were out biking and the bike lane ended at going onto 86th Street at Sage. Feels that it's a big concern in the West Gate Community. There is a community center being built. Requesting the bike lane to improved.
- Josiah Hooten (GAATC Bicyclist Representative) – Requesting a curb cut on Lomas at Vassar where there is currently a pedestrian access point through the neighborhood to UNM campus. The curb cut would make it easier for bicyclists to access this point without hopping the curb.
- Ralph Wrons (Bike ABQ) Last month asked if Bike ABQ would like to submit bike facilities to the city that they should submit to GAATC. Would like to know the right protocol for this and also how can Bike ABQ request GAATC agenda items?
 - Richard Meadows: You can always contact Valerie and you can also reach out to Richard on requests for bike facilities. rmeadows@bernco.gov
 - If you have topics that Bike ABQ would like to bring to the Committee, please email Valerie and/or Richard. Please send the request a two weeks before the meeting, but there is no guarantee that it will be on the agenda. Agendas are typically finalized and publicly posted the Wednesday before the meeting. If there is space on the agenda and the Committee would like to hear the requested item, staff will let you know if the item is on the agenda.
- Ralph: The bike lane on Wyoming between Academy and Osuna abruptly ends. People can turn right to get onto the multi-use trail on Osuna. Example similar to what Alejandro pointed out about there being a bike lane that ends.
- Dan Jensen: Quick question – is Alejandro referencing bike lanes ending on 86th or Sage or both?
 - Alejandro: In both directions.



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Discussion/Action Item

- Galbadon Rd NW & I-40 Trail safety concerns (motion at May 9, 2022 meeting to keep this item on the agenda until a resolution is completed)
 - Julie Luna (BernCo) – Does not have updates, but is continuously reaching out to the Director to see if they can provide an update and a schedule.
- **Action Item:** Selection of Vice Chair for the Greater Albuquerque Active Transportation Committee
- Richard Meadows nominated Ryan Mast to serve as Vice Chair for GAATC.
 - Ryan Mast: Accepted nomination

Dan Jensen (*motion for Ryan Mast to serve as Vice Chair for GAATC*); Navy Encinias (*second*) –
Yes: Richard Meadows (Chair), Navy Encinias, Dan Jensen, Josiah Hooten
No: None
Abstained: Ryan Mast

- **Action Item:** Resolution: Recommendation to the City to Coordinate with Motor Vehicle Division on Drivers' Safety Education Related to Pedestrians and Bicyclists (see draft Resolution attached)

Initially discussed at the July 2022 meeting and led to drafting this resolution. Richard read the draft resolution aloud.

- Dan J: Reviewed the MVD's driver education book and there are very few references to bicycles and pedestrians. There are comments about how bicyclists should behave on the road. There is a section on rights of way and points out clearly that no one has the right to take the right of way (ROW), so drivers are supposed to yield the ROW to pedestrians at marked crosswalks or intersections, which never happens in Albuquerque. How do we improve the curriculum and awareness to drivers to get better behavior?
 - Richard M: If it's in the curriculum then it helps to bring awareness.
 - Ryan Mast: That is the point – hoping the educational courses can be more explicit. Bicyclists have the rights to the road just as a vehicle does. To Dan's point though, this is not commonly practiced or understood, so hopefully by being more explicit can help. Drivers don't know that bicyclists have the rights to the road and of course, bicyclists have to follow the rules of traffic. Clarifying and being explicit that driver education schools and safety schools to address new drivers and problematic drivers that have to go through reeducation.
- Richard M: If a pedestrian is in a marked crosswalk or there is signage for pedestrians crossing, there are some rights for pedestrians too that are often ignored.
 - Dan J: Following up what Richard said. Marked crosswalks and all intersections unless signed as crossings are prohibited. Happen to be in Seattle currently and 90% of the



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time if a pedestrian indicates that they would like to cross the street, drivers will yield. In Albuquerque, 99% of drivers never yield to pedestrians when they indicate they would like to cross the street.

- Richard M: Would we like to vote on this or continue to make changes?
 - Dan J: Do we need to make a motion in this meeting or can we make changes to this wording?
 - Richard M: We can make changes. Please add a “the” before the “Pedestrian, Bicycle, and Equestrian Coordinator.” And remove the extra “Pedestrian” because it’s in there twice.

- Ralph W: If you’re going to this trouble to include the State Coordinator and the MVD, is it within your scope to include something about questions in the driver’s license test?
 - Richard M: Let’s ask the Committee if it should be more explicit about what is on the test?
 - Dan J: I think if we’re going to include it in the curriculum then it would be in the test and we should be explicit that testing should have a percentage of questions oriented toward bicycle/pedestrian safety and rights and the responsibility of drivers when encountering them.
Also has a point of order and does not want to come across as not wanting public comment, but is public comment in order at this time?
 - Richard M: Only if the Committee is OK with this. Wanted to make sure all the Committee members had spoken before taking public input.
Do you think the last sentence under “Therefore be it resolved,” we should mention tests?
 - Dan J: We could say after driver education schools and driving safety schools, including any associated testing.
 - Richard M: Including test of students?
 - Dan J: Maybe including associated testing and leave of students?
 - Ryan M: Thinks the language is good by adding this. Point of view is that we’re recommending to the City to coordinate with these entities and those finer details will need to be determined by those entities. We always ask a future date how they incorporated this information. Thinks this is appropriate.

- Richard M: Maybe at some point we can bring in someone who creates the curriculum to come speak with GAATC. If the Committee feels this is ready, does anyone want to make a motion?

Action: Dan Jensen (*motion to adopt resolution*); Ryan Mast (*second*)

Yes: Ryan Mast, Navy Encinias, Josiah Hooten, Dan Jensen, Richard Meadows

No: None



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Discussion: Bus service issues

Richard requested this item be placed on the agenda. Richard serves as the transit/pedestrian representative and thinks this is an important component of active transportation. Takes the bus almost everyday since their office moved downtown. It has been very convenient and enjoys riding the bus, but there have been recent issues. Understands the number of drivers is a challenge with a lot of vacancies. Richard has had challenges with the bus not showing up about one day a week for the last few months. Wanted to see if anyone else is aware of this issue or those attending the meeting. Does not want to talk about all bus issues – only the bus not coming. Carrie do you have any thoughts?

- Carrie Barkhurst (ABQ RIDE): Taking notes and will bring this up with ABQ RIDE leadership. We are aware of this have been working on this in the last year that she has been there. ABQ RIDE is trying to recruit more drivers and was renegotiating union contract to have better salaries, a sign on bonus, and more training. If someone is interested in working as a driver, they can start with the Sun Vans or on a fixed route because it doesn't require a commercial driver's license (CDL). They are offering free CDL training and trying to be more inclusive to attract more drivers. They are aware of the shortage and it has been a constant stress for operations staff.
Apologies on behalf of ABQ RIDE and will share this information with leadership to see if they have a response. Recognizes that when people cannot get where they need to go they lose trust of potential riders.
 - Richard: Does it affect all routes or certain days/times? Is there a pattern or is it all over?
 - Carrie B: Haven't heard specific details, but it seems to be distributed across the whole system. If the normally scheduled driver calls in sick or has an emergency, then a "protector," a staff person can step in to drive. If this happens on too many bus routes, they are unable to send the bus out. Try not to make it happen on any one route. Has heard that commuter routes have gone to dial a ride, where if you want a bus to come, you have to call a day in advance to schedule that bus. Otherwise the driver that normally does those commuter routes, which tend to had the lowest ridership, will get sent on a fixed route that maybe operates all day. So there's more coverage on the day long routes. About 4% of their service if commuter routes. There is a balance where you don't want to cut people off and isolate them but you also don't want to send a bus out there if no one is there. We are planning to provide a presentation at the September meeting and we can talk more about that. They are doing what they can and even supervisors or staff who do not normally drive buses are filling in.
- Ryan M: Is there any place where updates on status of routes is provided?
 - Carrie B: Yes, moving away from ABQ RIDE app. There is a new one called Transit, which is nationwide and ABQ RIDE feeds their data into this app. <https://transitapp.com/> It has real time data for buses, so you can see if a bus is coming your way. The app updates official schedule changes but there are no real time alerts such as if a driver for a particular route calls out sick and there is no one to replace them. At this time, there is



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no service that does this. Will have to ask if there is any way for people get real time info in advance.

- Richard M: Uses transit app and it's helpful and can immediately see if the bus is there or not. Has tried calling transit itself, but if no one is there until 8 am, it's too late.
 - Dan J: Had same question as Ryan and also doesn't understand why the City doesn't have a way to say there is a service disruption on a particular route, so that people know as soon as possible that the bus isn't coming, so they can make other plans.
 - Carrie B: Open to ideas on how we can disseminate that information, but at this time there is no way to provide this type of alert. They do not have a call tree of people who regularly ride the buses. It seems like some type of push notification about a bus not running would be helpful, but the Transit app does not provide this type of information. Does anyone have ideas on how they would like to receive this information?
 - Richard M: Is there a way to let 311 know? I've called them in the past but they typically do not know what is happening.
 - Carrie B: 311 staff only provide information that is on the City's webpage. Maybe that is a good idea to put this information on the website and then 311 would be able to provide that update to the public. Will reach out to leadership to see if this is a reasonable solution. It would need to be done on a daily basis and a protocol would need to be developed.
- Ryan: The Environmental Health Department uses RAVE software to do push notifications for air quality alerts and it's a simple opt-in. English and Spanish. With the licensing, there are multiple channels that can be done that would need to be configured on the backend. There is also a public outreach component for opting in for route updates. The key is making it an active way of reaching people.
 - Carrie B: Will look into this. Thank you.
 - Dan J: Agrees with Ryan. Also, if there was a service update tab within ABQ RIDE's portion of the City's website updated in relative real time and consistently, that could be helpful too for folks to know if there was a service disruption. It's worth looking into.
 - Richard M: Thank you all and thank you to Carrie for listening to our concerns.

Discussion: Preference over how to treat right turns: combined bike lane/turn lane or through bike lane (bike lane adjacent to turn lane)

Tim B: Wanted to get feedback from GAATC on this item. At MLK and Elm on the downhill side, there is a buffered bike lane with a bike box at the traffic signal with Elm. The issue is that there is a heavy right turning movement from westbound MLK onto northbound Elm, which creates a lot of conflicts for cyclists. Since this is downhill, cyclists can be riding fairly fast and drivers tend to have a difficult time gauging how fast a cyclist is riding. Frequently, what ends up happening is drivers try to speed up to beat the cyclist, but the cyclist is going fast and driver right hooks the cyclist.

Full disclosure: Tim was struck at this intersection in this type of collision, so is well aware of it. Fortunately, it was not a serious collision.



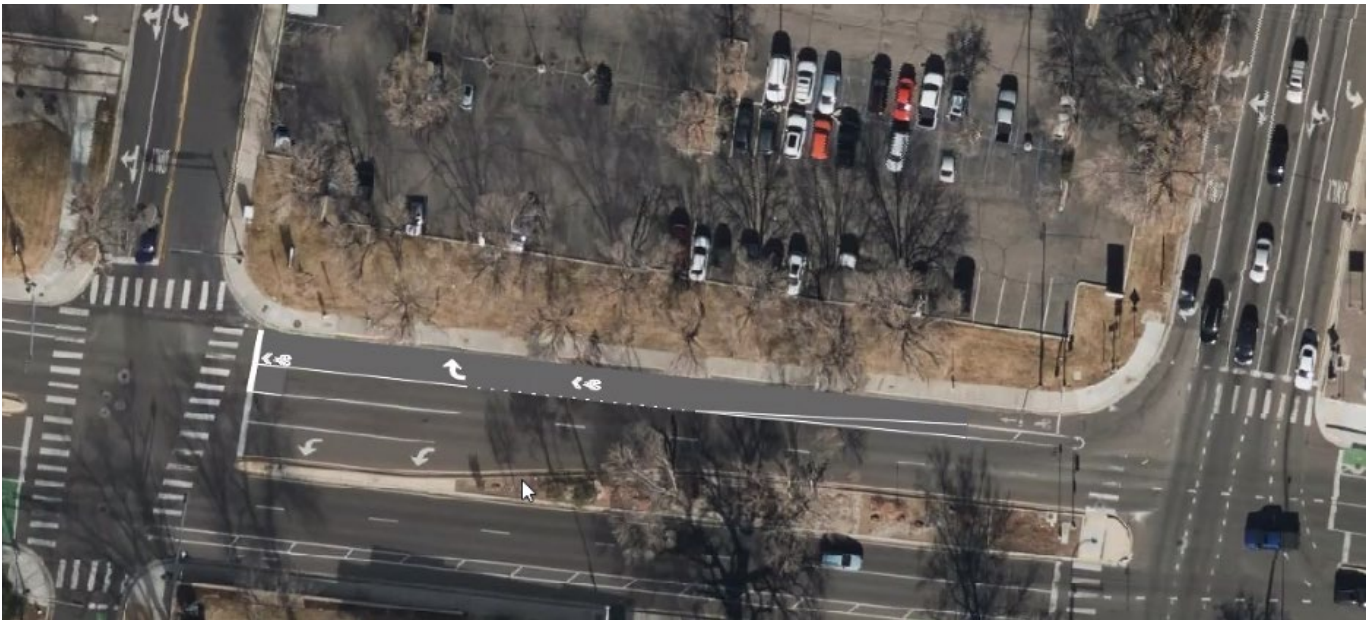
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Val and Tim have been talking about this and Tim came up with a potential design. Rather than have the dedicated buffered bike lane and the bike boxes at the intersection, the idea is to turn this space into a shared right turn and bike space. The buffered bike lane at the eastern edge tapers and then it provides a space for motor vehicles to slow down, merge behind cyclists, and share the space with cyclists. The sharrow directs the cyclists to shift away from riding close to the curb to riding closer to the left side as they pass through the intersection. Rather than drivers turn right at the intersection, they would slow down and then merge into a right hand turn behind the cyclist to make the turn. Example graphic below:



Would like to hear from the GAATC members of what they think.

- Richard M: What about the design where the bike lane shifts to the left of the right turn lane? For example, northbound Rio Grande at the interchange.
 - Tim B: Excellent point. This happens fairly frequently on newer streets when there is enough space for both the right turn lane and the bike lane. MLK is a little different because there is not enough space for this configuration. If there was space for this configuration, it would be preferred.
- Ryan M: Glad Tim is OK from the crash – knows this location well. Initial impressions: when there's opportunities for motorists to cross in front of cyclists whether or not they're aware of them being there is a big pain point here. Even if they saw you and thought they would beat you. And that's where this sharrow comes in and there is an acknowledgement that both cyclists and the motor vehicle have a right to be in that space, which is important. Likes when the bike lane shifts left of the right turn lane, but if there's not enough space for this configuration then the sharrow is better. Preference in this location since the space is limited would be the proposed configuration with the sharrow. Would like some type of visual cue to



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drivers as they enter the lane such as making it green, so that drivers recognize they're entering a shared space.

- Dan J: Second what Ryan said. In a case with limited space, don't want a narrow thru lane, a bike lane, and a narrow turn lane because then bicyclists would be squeezed in traffic. Has been victim of a right hook in a similar situation in which a driver thought they could get ahead. Shares Ryan's concerns in that there needs to be an obvious and clear cue that someone making that right turn will be merging into a sharrow. Thinks this is a superior design to the current bike box configuration. Has concerns with so many different design combinations of how to handle bike lanes and turns, which can create confusion for both motorists and cyclists.

Experienced a left hook from a one-way onto a one-way on a downhill road in Seattle. Seattle's solution was put in a two-way bike facility and add signals. Not a practical option because of cost, signals, medians, and it's not one-way. But need to make sure that it's clear for all users.

- Navy E: Also agrees with this new sharrow option. Used to commute this way, so very familiar with this area. Likes this option because it encourages drivers to behave as if they were merging into a right hand turn lane and sharing the lane with other drivers and in this example, now with cyclists. In this location, would see drivers speed up to beat the bicyclist to the intersection and then start making the right hand turn, but would realize mid-turn how fast the bicyclist was going. It would be a situation in which the driver couldn't decide whether to speed up to make the turn or slow down to not right hook the bicyclist. It was confusing for drivers because they didn't know how to handle the environment, so this is a better solution because it's within everyone's wheelhouse and everyone knows how to behave. Thanks to Tim.
- Tim B: Thank you very much for comments. Also, appreciates the comments about different design types and is trying to limit this. Wholeheartedly agrees it's to the City's benefit and the driver's benefit. The downside is there are different situations around town and they require unique design solutions. For example, at Osuna and Pennsylvania there is a T intersection with unique bike striping because of how the bike lanes work on Osuna and the multi-use facility. Trying to figure out how to direct cyclists to either option.

Discussion: Separated or protected bikeways – physical barrier types/preferences

- Tim B: Also wanted to discuss different types of delineators to provide separation between bike lanes and motor vehicle lanes. Raised pavement markers (RPMs) are specifically disallowed by City Ordinance to be placed next to a bike lane to delineate the separation between a bike lane and a driving lane. Trying to find an appropriate type of delineator that can provide some separation but before moving forward with anything would like feedback from GAATC.
- Tim B: Related to MLK as a case study, there are existing posts designed to provide some separation so that a motor vehicle does not enter the bike lane to make a right turn. There are situations around the city in which having some type of separation would be valuable. Asked traffic engineering staff to investigate options that are available and durable. Decided



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the product that is out on MLK now seem to be a good product from a variety of viewpoints. Relatively inexpensive, easy to install, spring loaded, not going to injure a cyclist if a cyclist inadvertently rides into it, cyclist can ride over the raised base, and if one breaks, it is easy to fix.

Picture below from: google street view



Councilor Benton purchased a product called DeziLine that the City has in stock. It is more robust and more expensive. If we do install, it will need to go in District 2. Primary purpose is to provide positive protection between the driving lane and the bike lane. This should only be used in very specific circumstances where there is a higher speed road, a higher likelihood of a being struck from behind, or on a curve.

Picture below from: <https://dezipline.com/>



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Curious what the group thinks philosophically about barriers between driving lanes and bike lanes. Understands that bicyclists did not like riding over RPMs and that GAATC was adamantly against rumble strips along the bike lane. Understands concerns about when a bicyclist may have to leave the bike lane unexpectedly, which can happen regularly (cars parked in bike lane, trash day, etc.) and depending on the type of barrier, could make this more difficult.

Should barriers be considered on a case by case basis or is this something that the City should consider a policy for certain types of facilities to have barriers?

- Richard M: About a year ago that someone from Councilor Benton's office asked GAATC about rumble strips and GAATC said no and they did not like them.
- Dan: Preference would be that streets were designed and that speeds were set in such a way so that the streets were safer and that barriers were not necessary to facilitate safe separation between cars and bicyclists. Lives off Coors north of I-40. Coors has a buffered bike lane, but Coors is designed for faster than the posted 45 mph. Agrees channelizing the bike lane can create unsafe situations for bicyclists, if for example, there is debris in the bike lane then the bicyclist would be stuck.
 - Richard M: What do you think about the current delineators?



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- Dan J: Doesn't like second option (DezignLine) because it restricts the bicyclists so they couldn't move out of the bike lane. Thinks that the flexible delineators are better.
- Ryan M: Thinks there is not any one right solution. Solutions need to be designed for the street conditions and the use of the street. Agrees with Dan on the streets that currently have a buffered barrier, the speed limit too fast. Preference would be toward designing streets so that the speed would come down. DezignLine would be scarier for me as a cyclists because it would limit my ability to move out of the way of things happening in front of me.
If the speed limit and the traffic counts are higher, then there would be a preference or a consistent treatment.
- Richard M: We still have a presentation remaining on the agenda. Tim, can we continue this conversation at the next meeting?
 - Tim B: Happy to continue this conversation at next meeting and in the meantime, has some good notes. Also forgot to mention this third option and preference would be to place along the hatch, so that if a cyclist need to move out of the lane, they could. Enough to keep a car from entering bike lane, but widely spaced enough so that bicyclist could negotiate around it. Please consider this and will come back next month to talk more about it.

Picture below: Traffic Logix Rubber Speed Cycle Lanes



Cycle Lane



Cycle lane



Molded rubber



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- **Presentations**

- **Alameda Trailhead at Paseo del Bosque Concept Review** - Whitney Phelan, Department of Parks and Recreation, City of Albuquerque & Sites Southwest

Whitney P: The City of Albuquerque Parks and Recreation Department received bequest money specifically for trails, so started looking at improvements for the Paseo del Bosque trail. Looked at portions to be widened and widening the on ramp to the trail at the Alameda Trail Head. Then found that Open Space and the Water Authority had a few projects occurring at this location too. Decided to join this effort to create a site plan to reimagine the flow of pedestrians and cyclists.

Bob Oberdorfer: Current Paseo del Bosque Trail comes across at the old Alameda Bridge and goes under the current Alameda Bridge. A few years ago it was re-routed to provide extra clearance at the parking lot. Then it runs parallel to what is the access road for the Water Utility Authority. Where the yellow dashed line and the blue dashed line meet is where conflicts are occurring. In the parking lot, the Water Utility Authority is planning to add solar panels at the parking lot.

Identified two concepts. Option 1: Meandering Paths (Preliminary) There would be a small plaza at the northern portion (pazuela) and a little farther south an Entry Plaza at the parking lot. Bicyclists would be encouraged to stay on the paved trail. Pedestrians would be encouraged to use a parallel crusher fine trail and next to this would be a maintenance road for vehicle access. If people would like to walk on the paved trail, that is OK and they encourage including wayfinding/educational signage.

Option 2: Promenade (Preliminary) Similar layout except it's more formal. Instead of a circle plaza, there would be a promenade

Presented these options to City staff and to the Water Utility Authority. The preference was for option 1, but wanted to separate the bikes farther and the configuration was flipped with the water harvesting area.

Will be presenting the preferred alternative at a public workshop on September 13 from 5:30 – 7 pm at the Bachechi Center.

In the middle of one of the plaza, there is interest in placing a solar flower. It wraps up at night and opens up in the morning and tracks with the sun.

Option 1: Presented t-style canopies to EPC and was approved.

Solar Panel Support: Sites Southwest provided ideas to disguise the solar panels to fit the context of the site.

Option 1: Corner Posts

Option 2: Triple-T Posts

Option 3: Southwest Style T-Posts

Sites Southwest presented these ideas to the solar consultants who put it out to bid. Unsure what will be the outcome.

- Ryan M: Looking forward to the improvements. Likes the idea of a river overlook, which is interesting. Reality though is that pedestrians whether they're pushing a stroller/running will still use that bridge and the bridge is in rough shape. Was it considered to do improvements to the bridge such as widen or create separation?



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- Bob O: There would be a T connection. Parks is in the process of rehabbing it, but there is no funding to widen this bridge out.
- Whitney P: Before Parks started this process, they priced out an adjacent pedestrian bridge and it was a lot of money. They did consider this initially. With bequest money, wanted to do something to honor the person, but it did not match what funding they had.

- Dan J: Thinks it's great and will make the area more attractive and appealing. Even for folks who want to come have a picnic with the proposed picnic areas. People will have to continue to learn to share the trail.

- Danielle Wilson: There will be community workshop coming up on September 13 from 5:30 – 7 pm at Bachechi Center where people can share additional thoughts or feedback. It will likely be outside and will have some shade coverage. There will also be a walking tour through the workshop if you'd like to learn more.

- Richard M: We are at the end of the meeting so we do not have time for staff reports unless it's timely.

- Jill M: Wanted to report back about Montgomery. The one driveway to the Chevron along Montgomery and as part of the Montgomery interchange project will be closed because there is a turn lane that will go to the road right there. All other ones will be right in right out only – for the Chevron and the Speedway.

- Whitney P: Wanted to thank everyone for their service and hope they continue to do great things. Whitney has taken a position with the Planning Department, so this will be Whitney's last meeting as the Trails Planner. If you have questions or concerns in the interim, please reach out to Christina Sandoval or Cheryl.

- Val H: As part of the Louisiana Blvd Vision Zero project from Gibson to Central, the engagement consultant will be installing temporary interactive engagement boards as part of this project. They will be installed over Labor Day weekend at bus stops between Gibson and Central. ABQ RIDE graciously provided permission to DMD and the consultant to install these boards, which will be posted for two weeks and monitored for activity or vandalism. Feedback from the boards can inform future project phases and will inform temporary sidewalk stencils as part of this year's ABQ CiQlovía. Also an opportunity to test out future engagement opportunities for projects.

Meeting adjourned at 6:01 pm

Next Meeting: September 12, 4:00 pm – 6:00 pm

Greater Albuquerque Active Transportation Committee (GAATC)
Recommendation to the City to Coordinate with Motor Vehicle Division on
Drivers’ Safety Education Related to Pedestrians and Bicyclists

WHEREAS, GAATC advises the City and its agency partners on the needs of people who walk, bike, and ride public transit on projects, policies, and programs that improve active transportation facilities in and around Albuquerque.

WHEREAS, the City’s Vision Zero Action Plan identifies education and encouragement strategies to bring awareness of pedestrian and bicyclist safety to residents.

WHEREAS, the New Mexico Department of Transportation (NMDOT) Pedestrian Safety Action Plan identifies expanding driver’s education around pedestrian safety. The NMDOT Traffic Safety Division is responsible for putting together the educational curriculum.

WHEREAS, New Mexico Taxation and Revenue Department, Motor Vehicle Division (MVD) provides safety education for drivers throughout the state.

THEREFORE, BE IT RESOLVED, GAATC recommends to the City of Albuquerque to coordinate with the state agencies, including MVD and the Pedestrian, Bicycle, and Equestrian Coordinator at NMDOT, to update drivers’ safety education and awareness of pedestrians and bicyclists at both Driver Education Schools and Driving Safety Schools, including associated testing. Specifically, GAATC asks for safety education to highlight:

- High number of pedestrian and bicyclist injuries and fatalities in the state
- Relationship of speeds to pedestrian and bicyclist injuries and fatalities
- Staying alert, giving passing distance, and sharing the road with pedestrians and bicyclists
- Making safe stops and turns at intersection crossings for pedestrians and bicyclists
- Understanding pedestrian and bicycle signs, markings, and signals
- Rights of pedestrians and bicyclists.

Approved this day 8 of August 2022, by a vote of a quorum of members five for and zero against.

Ryan Mast: Yes _____

Naomi George: Not present _____

Nevarez Encinias: Yes _____

Josiah M Hooten: Yes _____

Daniel Jensen: Yes _____

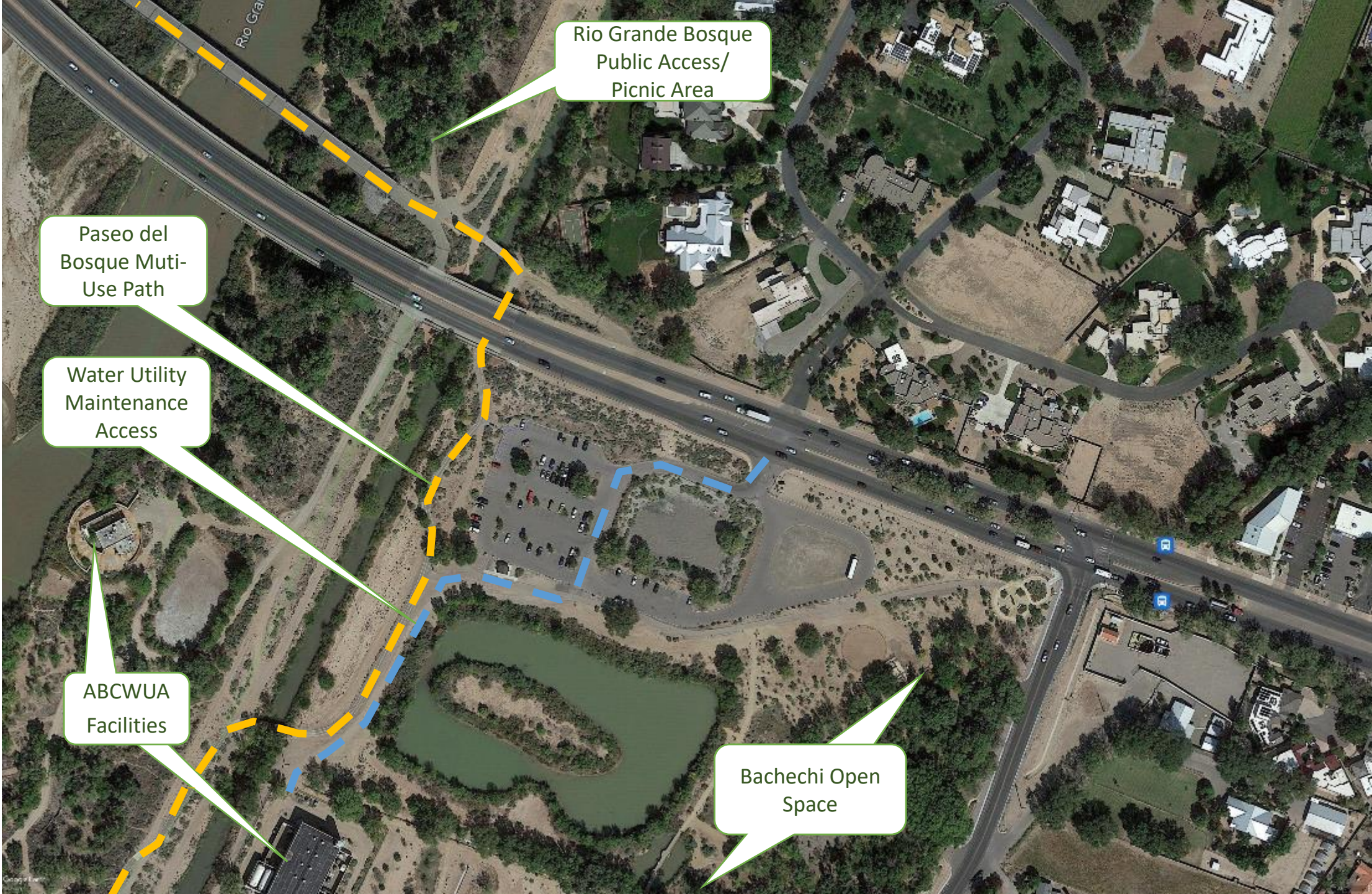
Richard Meadows: Yes _____

Lanny Tinning: Not present _____

Alameda Open Space

Parking and Trail Circulation Improvements





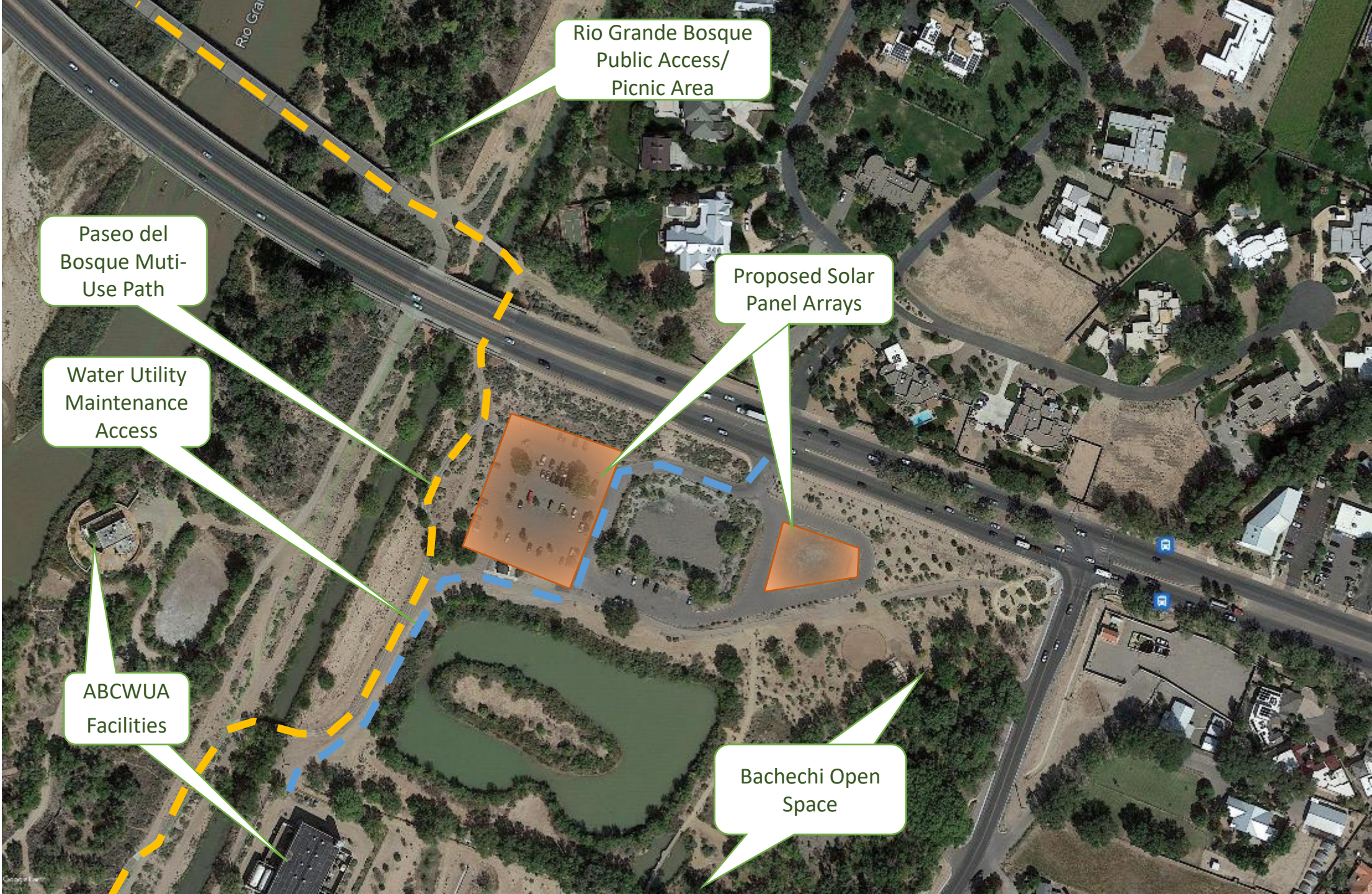
Rio Grande Bosque
Public Access/
Picnic Area

Paseo del
Bosque Multi-
Use Path

Water Utility
Maintenance
Access

ABCWUA
Facilities

Bachechi Open
Space



Rio Grande Bosque
Public Access/
Picnic Area

Paseo del
Bosque Multi-
Use Path

Proposed Solar
Panel Arrays

Water Utility
Maintenance
Access

ABCWUA
Facilities

Bachechi Open
Space



Option 1 – Meandering Paths (Preliminary)



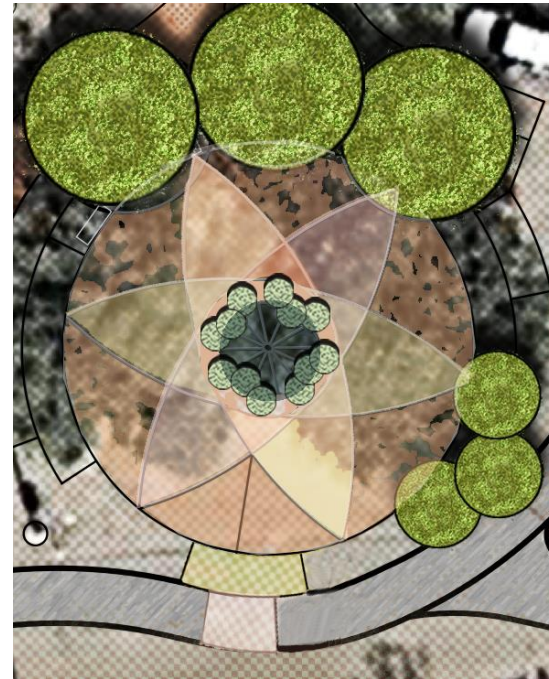
Option 2 – Promenade (Preliminary)



Stakeholders Preferred Alternative – Separated Meandering Paths



Drain Overlook Examples



Solar Flower



ENGINEER:
 CONCEPTUAL - NOT FOR CONSTRUCTION

SYSTEM SUMMARY:

DESIGN SUMMARY	
ESTIMATED POWER:	0.9 MW
ESTIMATED COST:	\$1,125,000
ESTIMATED SAVINGS:	\$1,125,000
ESTIMATED PAYBACK:	3.0 YEARS
PHYSICALS	
ESTIMATED AREA:	24,000 SQ FT
ESTIMATED VOLUME:	24,000 CU YD
ESTIMATED WEIGHT:	24,000 TONS
ELECTRICAL CONFIGURATION	
ESTIMATED WIRE:	100,000 FT
ESTIMATED CONDUIT:	100,000 FT
ESTIMATED CONSTRUCTION	
ESTIMATED LABOR:	10,000 HOURS
ESTIMATED MATERIALS:	\$1,125,000
ESTIMATED EQUIPMENT:	\$1,125,000
ESTIMATED TRANSPORT:	\$1,125,000
ESTIMATED INSTALLATION:	\$1,125,000
ESTIMATED MAINTENANCE:	\$1,125,000

Option 1: Standard Base Design - T-Style Canopies





Solar Panel Support Option 1: Corner Posts



Solar Panel Support Option 2: Triple-T Post Supports



Solar Panel Support Option 3: Southwest Style T-Posts