



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

September 12, 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 for notetaking purposes.

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

Zoom Info: <https://cabq.zoom.us/j/85620858548>

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

ID: 856 2085 8548

- **Welcome and Introductions**

[] Ryan Mast (Vice Chair)
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 Toning
Older Adults (over 60)

- **Approval of September 12, 2022 Meeting Agenda**

- **Approval of August 8, 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)
- Discussion: Separated/protected bikeways – physical barrier types/preferences. (discussion continued from August meeting)

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- **Presentations**
 - **ABQ RIDE Forward Network Plan** – Carrie Barkhurst, ABQ RIDE, City of Albuquerque and Aaron Sussman, AICP, Senior Planner, Toole Design
 - **Bellamah Avenue Extension** – Valerie Hermanson, Department of Municipal Development, City of Albuquerque

- **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.

- **Next Meeting:** Please note that the next meeting will be on October 17.

- **Adjourn**

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Committee Members Present

Richard Meadows (Chair)
Dan Jensen
Dr. Naomi George
Josiah Hooten
Ryan Mast (Vice Chair)
Lanny Tanning

Committee Members Absent

Nevarez (Navy) Encinias

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 (Planning)
Cheryl Somerfeldt (Parks and Rec)

Visitors Present

Susan Brewster (Resident)
Luis Colunga (T4B)
Susan Gautsch (Bike ABQ / Free to Roam E-biking)
Peter Rice (Downtown ABQ News)
Aaron Sussman (Toole Design Group)
Ralph Wrons (Bike ABQ)

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

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Approval of September Meeting Agenda

Lanny Tanning (*motion*); Dan Jensen (*second*) – *approved unanimously*

Approval of August Meeting Minutes

Dan Jensen (*motion*); Lanny Tanning (*second*) – *approved unanimously*

Public Comments (2-minute limit per audience member)

- Susan Gautsch – Worked with Senator Sedillo Lopez to draft an e-bike definition bill (SB 369) – never made it to the floor and would like to make it happen. In the past, Parks and Recreation had said something to the effect of act as if the legislation did pass. It's based on the People for Bikes three classifications of e-bikes. New Mexico is one of three states that haven't passed this. It classifies e-bikes, class one and two will not go over 20 mph by definition of the classification. Class three will boost up to 28 mph. Anything above is considered a motor vehicle. It's important to classify class one, two, and three as an e-bike instead of a motor vehicle. Would like to know if this is something that the City can support? Unsure of the appropriate channels to hit first.
 - Richard Meadows: Has Parks and Recreation moved forward with those definitions?
 - Susan G: Understands there was talk about doing this, but it was before Whitney went on maternity leave and have not heard any updates.
 - Cheryl Somerfeldt: Whitney had been working on this quite a bit, but is no longer with Parks and Rec and is now with Planning. The work has been redistributed. Latest understanding is they were having a difficulty using the terms class one and two and having it make sense to the public. They did research as to whether these terms come up when someone purchases an e-bike. Final decision was to move forward with a speed limit either at 20 or 25 mph. At this time, this seems to be the way they are moving forward. This could be perceived as a high speed limit for multi-use trails but they also to give an allotment for people who are training on their bikes.
 - Susan G: Happy to stay on after the meeting if this is not an appropriate time to discuss this. Quick reaction, this means New Mexico would be totally different than 47 other states currently.
 - Cheryl S: Would there be signs posted with the classification?
 - Susan: Not sure she is the best person to answer this. Would like to have a further discussion.
 - Richard M: This is an item that could come back for a presentation and further discussion with the committee. However, it is important there is continuity between what the legislature does and what happens locally/nationally.
 - Lanny Tanning: Thinks that issue is that they're classified as motor vehicles, then they won't be allowed on any trails. Doesn't think the speed limit is the issue and have seen non e-bikes going 25 mph. They have an electric motor and some people would like to call them motor vehicles, so if a gas engine motorcycle can't be on a bike path then these e-bikes can't either. That's the classification, so they can't be disallowed

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- Dan Jensen: Agrees this is not the appropriate time to talk about it and would like to have a formal presentation about the classification and then the Committee may be able to make a resolution with preferences for how the City should move forward.
- Richard M: Susan, please coordinate with me and Val to come to a future meeting.
- Susan G: Will follow up. In meantime, here is a fact sheet:
<https://www.freetoroamebiking.com/nm-ebike-laws>
- Ralph Wrons: Will the approved final approved resolution and meeting minutes with the images from last month's meeting be posted online?
Noticed in passing that on northbound Carlisle north of Indian School, there seemed to be new striping for a northbound bike lane. Then the bike lane ends with the turn lane for eastbound I-40. It seemed odd. No expectation to continue over the I-40 interstate.
 - Richard M: Yes, the August meeting minutes have the images you referenced and the final resolution. They were just approved at tonight's meeting, so expects them to be posted after tonight's meeting on the City's GAATC website.
Would Jill be able to respond to the question about the bike lane?
 - Jill Mosher: Not familiar either. Does the bike lane continue on the other side and there is only a gap within the interchange footprint or does it not continue north of the interstate as well?
 - Ralph W: Mea culpa. Was in a car when he noticed it, so did not look at this. It just seemed odd or if it was recent.
 - Richard M: Julie brought up google street view and it doesn't look like there is a bike lane over the interstate itself.
 - Tim Brown: The bike lane was installed as part of the development on the northeast corner of Carlisle and Indian School. Unsure if the bike lane continues all the way to the eastbound I-40 ramp, but there is a bike lane on the bridge over I-40. If you're riding north on Carlisle there is a bike lane all the way to the westbound I-40 ramp. Loosely allow access to the underpass underneath Carlisle.
 - Richard M: Ok so to access the multi-use trail along the arroyo there. Does that answer your question Ralph?
 - Ralph W: Will take a deeper look based on what Tim said. It did seem related to the development where the K-Mart used to be.
 - Naomi George: It's going to be a Whole Foods where the K-Mart used to be. If Ralph would like to connect about this over email about this, Naomi lives near here, so knows this area well.
- Luis Colunga: Would like to provide comments on the bike lane on University. Bikes almost every day and sometimes takes the bus but the bus isn't frequent enough, so ends up biking from Gibson and University to UNM. Right before Avenida Cesar Chavez there is a bike route that discontinues and has a rough road – has gone through three tubes in two months. It's difficult to get to school. Feels like it should be more accessible to bike riders since it connects UNM, CNM, airport, and the hospital.

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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: Spoke with the O&M Director and they were initially looking at speed humps on either side of the trail crossing but found they would be located too close to existing speed humps. Instead, he is working on installing a raised crosswalk on Galbadon Rd right at the I-40 Trail. This is close enough to I-40, so there is some extra coordination with NMDOT, which they are currently doing. That is the current status update. Appreciates any input or comments.
 - Lanny T: Would like to see the signs put back up, which have been hit by drivers. There were bicycle crossing signs on Galbadon Rd and the last time he was there, they were not there.
 - Naomi G: Can you clarify what is meant by the speed humps being too close – is it a regulation?
 - Julie L: That is correct.
 - Naomi G: This circles back to something we spoke about a few months ago around trying to imagine way to collaborate with public safety and fire and rescue to find out what is too close for speed humps, so we can bring more clarity to that. Would like to bring this issue back up.
 - Dan J: Second what Lanny said about the signage. This is a major bike/ped crossing, so there should be a warning that drivers are coming up on a trail crossing. Not having them is unacceptable.
 - Richard M: Went through there recently and the sign was back up, but maybe it was only one side.
 - Lanny T: Might be back up.
 - Richard M: This is an area that is within the City, County, NMDOT ROW, so there is a lot of coordination involved. Will ask about the signs.
- Discussion: Separated/protected bikeways – physical barrier types/preferences. (discussion continued from August meeting)
 - Tim Brown: At the last meeting, we talked about different types of barriers between the driving lane and bike lane. We spoke about a few different products. One was robust metal that bolts down to the asphalt, providing positive protection between motor vehicles and bicyclists. This was not received well by the group. The other option we had spoken about in the past was a rumble strip, which was also not received well by the group.

Currently, we are considering raised pavement markers (RPMs https://www.3m.com/3M/en_US/p/d/b00010878/)/tubulars that are currently in use along MLK. Pictured below from google street view:

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We also looked at a rubberized vertical delineator that is approximately three to four inches in height and two feet long. Those have the ability to be placed parallel to the driver path or angle them, so if a cyclist needs to leave the lane, they can do so easily and if a motor vehicle hits it, they would be directed back into the driving lane. Pictured below Traffic Logix Rubber Speed Cycle Lanes <https://trafficlogix.com/cycle-lane/> :



Cycle Lane



Cycle lane



Molded rubber

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Would like to try one or more of these products at different locations and then have the group evaluate them and let us know what you think.

Val and I had opportunity to go to Boston for the NACTO conference last week, which was an opportunity to experience great bike infrastructure. People from across the country presented on different styles of bikeways they were installing. It sounds like there is a big push nationally for protected or separated bikeways that are raised to an intermediate level between the roadway and the sidewalk or at the same level as the sidewalk. The intersection treatment looks different. Rather the cyclist getting into the left turn lane for a left turn like a motor vehicle, the intersection directs the cyclist to complete a two-stage turn.

Fremont, CA, started out with a project similar to what we are looking to do on Louisiana Blvd, which is to try out a short term treatment followed by a more permanent one. So starting out with adding bike lanes with tubulars or rubber delineators. They implemented this treatment as a phase one and then phase two was the more permanent, full intermediate level protected bike lanes, with intersection treatments. This may be an opportunity for the City of Albuquerque to experiment with this type of style as well. Surprised to see how many cities are considering protected bike lanes and a number of them have already installed them. Boston and Cambridge have a ton of them. Did a 10 mile bike tour and went through a number of intersections that had been modified with this design.

- Tim B: Is GAATC OK with Tim buying delineators to try out then GAATC can let him know what you think. This can guide future decisions going forward.
- Val: Real quick, we have a draft drawing for Louisiana Blvd that we can share with the group too.
- Richard M: Where would you test this out? MLK?
- Tim B: Yes, MLK is probably our best buffered bike lane.
For Louisiana, there are a few places with angled lines within the buffer, which would indicate a location to put some type of vertical delineator in an effort keep cars out of the bike lane. Again, they can be placed in a way that does not prevent cyclists from leaving the bike lane if needed, but it will keep motor vehicles out of the bike lane.
 - Richard M: Do you have a photo?
- Naomi G: Is Fremont using these rubber barriers or a different place?
 - Tim B: At this point they have removed the rubber barriers and installed the more permanent protected bike lane.
- Naomi G: Depending on how they're engineered, one benefit of the raised protected bike lane are sidewalks are not handicap accessible, so then wheelchairs and strollers could more easily navigate if it was one raised platform.
- Dan J: Would like Tim to provide some links to the types of treatment he is talking about would be helpful. Respectfully request that people wait to be recognized before they start speaking.
 - Tim B: This is a product made by a company called Zicla and this is called the Zebra. It's composed of recycled rubber and the white stripes have reflectivity. In the photo, it is parallel to the bike lane, but we could easily place them within the bike lane buffer, turn them at a 45 degree angle.

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Pictured below. Zicla Zebra: <https://www.zicla.com/en/our-process/zebra-family/> Cycle lane separator: https://www.zicla.com/wp-content/uploads/fichas/EN/Zebra_Cycle%20lane%20separator_EN.pdf



- Richard M: Likes idea to test them out on the road, so we can see what they look like.
- Ryan M: Is there any product that still allows for a sweeper to clean the bike lane?
 - Tim B: Good question and the nice thing about placing these in the buffer, is we can place them far enough away from the face of curb to allow for sweeping. You're right – if these were placed right in the bike lane, it might be too tight for a sweeper to negotiate.
- Naomi G: Looks interesting. It's concerning to hear a city installed them and then uninstalled them. I think trying it out will be more effective to experience. Perhaps there are other cities that put them in and kept them in.
 - Tim B: It seems like other cyclists in other cities do not have the resistance to placing barriers between the driving lane and the bike lane. In fact a number of people I spoke to at the conference were surprised that ABQ was running into this concern with the cycling community for things that other cities do fairly regularly. Willing to experiment. Would rather spend a little money upfront to make sure that everyone is happy before doing an entire project. Not afraid to see if it works and if it doesn't work, is OK taking them out. Feels like there is an opportunity for us because we have buffered bike lanes out there already and we can try some products on a small scale before jumping in with both feet with the Louisiana Blvd restriping.
- Dan J: OK with trying them out. For me, reason I have some concern about a barrier keeping bicyclist in the bike lane with no escape is the abysmal condition of bike lanes in Albuquerque and they are often full of debris. For example, on a 311 I put into the City which hasn't been addressed is related to overhanging branches in the bike lane that require moving out of the

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bike lane into the travel lane. If the City did a better job of keeping the bike lane clean, I don't think people would be as concerned about having to get out of them.

- Naomi G: Wasn't present for the first discussion about the physical barriers vs the bumpers, however, is strongly in favor of physical barriers. Understands there can be physical obstructions in the bike lane, but thinks they are less high risk than drivers of motor vehicles coming into the bike lane. Has spent hundreds of hours biking in cities with protected bike lanes and they do give a feeling of improved safety. Unsure of what the data says, but that feeling is going to draw more people to bicycle for errands, commuting or whatnot. Recognizes this may be a flip from feedback at last meeting but wonders if there are other mitigation strategies to keep bike lanes free of debris.
- Richard M: We should do a test of a protected or separated bike lane for a short distance to gauge how people like it as well. And maybe we will change our minds.
 - Tim B: Along those lines, has the metal barrier (DezignLine <https://dezignline.com/>) showed at the last meeting, which was ordered by Councilor Benton with the intent to use in his district. We do have the opportunity to install this if we choose. Pictured below:



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• Presentations

- **ABQ RIDE Forward Network Plan** – Carrie Barkhurst, ABQ RIDE, City of Albuquerque and Aaron Sussman, AICP, Senior Planner, Toole Design

Carrie Barkhurst: ABQ RIDE Forward is their new initiative to look at their whole transportation service and the way they plan it. It has not been done systemically in a long time. They have made big changes in the past but not in looking at the system as a whole and doing broad public outreach. This is the kick off of the first days of public engagement. ABQ RIDE is working with Jarrett Walker and Associates, Aaron at Toole Design, and BHI. Thanks to Aaron for introducing this topic to GAATC.

Aaron Sussman: Exciting opportunity and not something that transit agencies always get to do, which is to take a detached and impartial look at the performance and function of the existing transit system, how it's working, and what might be done differently.

Background/Purpose

Beginning by starting a conversation of the goals and purpose of the existing transit system and what future investment should look like. What are the values and objectives of providing transit in Albuquerque and that informs where routes should go, frequency, and what times they should be available.

Two scenarios will be produced for feedback.

Existing services – pretty comprehensive system, but through the first set of analysis and existing conditions, found that while the system is set up for most service during peak periods, the highest ridership parts of the day are early to midafternoon. On the maps, the thicker lines indicate a higher frequency of service. Important to note that a lot of folks that rely on public transit may not be using the system at conventional hours if we think of traditional commuting patterns. Maps show service during midday Saturday, Sunday midday and services not as robust on those days. This shows what options are available if you're looking to go out or if you work in retail or the service sector how much could you rely on the ABQ RIDE transit system.

If you're thinking it doesn't look like we have a lot of high frequency transit service that is correct when we compare to peer cities like Tucson or Salt Lake City. The lines in red are route that have high frequency service at midday. Tucson has much more tight grid of high frequency transit service across their city compared to ABQ.

Slide shows distance a person could travel by relying on walking and public transit from various points across the city. Maps shows starting Juan Tabo and Indian School, how far could you travel? On average someone may need to wait 30 minutes for the bus or if they don't time it and show up randomly. That means that someone is beholden to an infrequent set of services, so if you want to travel far, you have to rely on walking and timing the services, which can be challenging.

In comparison, starting a trip from the UNM, people can access a lot more destinations and greater

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Tim Keller, Mayor distances via public transit because it's a transit rich area with transit on Central. Shows benefit of a rich, connected, and high frequency transit services.

Initial analysis – how well are residents served across Albuquerque. Graphic shows populations overall and residents in poverty and minority residents and access to high frequency and general transit service. One interesting takeaway, residents living in poverty have higher access to high frequency transit than residents overall.

The existing conditions report that summarizes all this info is available online.

One interesting takeaway, the consultant found that there is not a lot of “waste” in the ABQ RIDE system. The level of productivity is good relative to peer cities and relative to funding/budget that ABQ RIDE has. This mean it's framed as relatively productive compared to the level of investment.

Understanding transit choices: one of the major considerations and the crux of the study in a way is thinking through the transit choices and how do we impart our values in transit service across the city. This will frame the rest of the planning project. How do we balance high access and ridership and high coverage? The tradeoff is unavoidable because consultants tasked with making recommendations based on a budget neutral analysis and make recommendations based on current budget. The study will help determine where on the spectrum we want to be.

Three Phases of Engagement – this is the first phase (September – October). Phase two late winter/spring 2023, and phase three summer 2023.

- **Project Website:** <https://abqrideforward.com/>
 - Links to background info/FAQs, reports
 - Survey (English and Spanish)
 - Events and public involvement opportunities
 - Sign up for a focus group
- Stakeholder Advisory Committee – All GAATC members received invitation to participate. Three workshops (three hours each) – time commitment but opportunity to dig into the challenges, tradeoffs, and identify priorities
- Focus Groups: If not interested in longer workshops but interested in engaging, this is a good opportunity for you.
- Richard M: Do we have to assume the budget will stay stagnant? What if there was a way to raise revenue to improve service?
 - Carrie B: Would love to increase the amount of service because do recognize that is almost necessary to make transit viable, but with the current conditions, it's not possible. If there is support from leadership for potential future budget increases, we may have an opportunity to ask the consultants for additional services to for example, create a scenario of “what if” we had \$1M or \$2M - what could ABQ RIDE do. But this is not currently within the scope of work.
 - Aaron S: I know that Richard has RSVP'd for the stakeholder works. Thinks more voices as that question would be helpful.
 - Richard M: Agrees that this is a priority.

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- Carrie B: Especially when we go to Council and City leadership, it is good to hear from advocates that support active transportation and realize that transit is part of it. They all support each other, so having more voices emphasizing the importance of this would be helpful.
- Dan J: Thank you both for a good presentation. In the presentation, there was a map showing what people could access at Juan Tabo and one from UNM. One said how many jobs were 30, 45, and 60 minutes away. The other said how many residents were 30, 45, and 60 minutes away. Wondering if that was a mistake or if we're talking about jobs vs residents since UNM is a more "work destination"?
 - Aaron S: More than likely pulled the incorrect slide for this presentation. Will make sure to review and correct. Unable to say how many jobs are available on the UNM related slide without looking at the report, but it is a high number since within 60 minutes of UNM, people can reach downtown and the Journal Center.
 - Carrie B: Good point to raise though because the report does show both jobs and residents. This model allows them to get sophisticated to understand all the different dimensions and use these data in discussing priorities.
- Dan J: Lives on the Coors corridor, which has the Rapid Ride with a reasonable frequency of service. However, on this corridor, one of the biggest impediments in accessing transit is getting across Coors one way or the other. Personally, biggest reason wouldn't take the bus downtown from where he lives is having to cross Coors to get to a bus stop. The walk to a signalized crossing to reach a bus stop is really long. Where would be the best place to provide that type of feedback? Not just about frequency of service but the ability to access a bus stop?
 - Aaron S: Excellent questions and it's a complementary conversation to this study. If you're able to send that comment to the info@abqrideforward.com that would be helpful. Staff are tracking questions and comments. Great question.
- Naomi G: Beautiful and informative presentation. Curious about full report. Related to the geographic/values mapping that you shared, is it possible with these models to map future density of jobs/residents might look like if you choose one bus route system versus another?
 - Aaron S: Wonderful question – in previous position, worked at Mid-Region Council of Governments (MRCOG), along with Tara Cok on the call and Val too. That is the crux of the regional planning work at MRCOG. Some of the questions they're trying to answer is how responsive is growth to levels of transit investment and levels of transit investment were increased would we see higher density around high frequent service and major transit facilities? MRCOG's past work has shown there is a positive feedback loop but there are complex moving parts such as zoning, development, demand pressures, population growth anticipated, and cost of development in different parts of the city. It is complicated land use modeling and travel demand modeling that takes place at MRCOG. It's a little beyond the scope of this study but why project partners staff Rio Metro Regional Transit District and MRCOG will be involved in this project. Hopefully the results of this effort can be integrated into the next long range transportation plan.

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- Richard M: Would like to open it up to our visitors. Does anyone have any questions?
 - Val H: No further questions or comments.
 - **Bellamah Avenue Extension** – Valerie Hermanson, Department of Municipal Development, City of Albuquerque

Val is here on behalf of the project manager, Abe Bortz-Johnson who put together this presentation. The Bellamah Avenue Extension project will extend Bellamah Avenue from the Sawmill Village area to 12th Street.

Project benefits include addressing existing physical deficiencies such as improving the pavement, curb ramps, sidewalks, drive pads, street lighting, drainage, signing, and striping. Importantly this project will improve multimodal connectivity by providing access from 12th Street to Sawmill Land Trust and Sawmill Village Apartments. It also aligns and is consistent with the Albuquerque/Bernalillo County Comprehensive Plan, the City's Complete Streets Ordinance, and the Mid-Region Metropolitan Planning Organization's (MRMPO) Long Range Transportation plan, which all call for improvements in network connectivity – particularly for people walking and biking.

The extension will also improve ingress/egress by providing another access option for folks living or visiting the Sawmill area. Currently, the primary way for people to access the Sawmill area is via 18th and Bellamah.

Existing typical sections currently have no striping and no continuous sidewalks.

The proposed typical sections will add five to six foot sidewalks, with 11' driving lanes. Depending on the right of way (ROW), there will be a buffered bike lane or a sharrow for a portion of the extended area in the westbound lane but the eastbound lane will have a buffered bike lane.

The speed limit will be 25 mph. These plans were approved at design review and construction (DRC) at 60% and are currently moving toward 90% plans. Next steps would be to continue with the design and to identify implementation funding.

This project is also adjacent to another project our division is managing at 12th Street from here to I-40. Hopes to provide a presentation on this project at a future meeting.

- Dan J: Has two questions. Assuming the buffered bike lane in the westbound direction turns into a sharrow and then nothing due to right of way constraints?
 - Val H: Correct, there was not enough ROW to have buffered bike lanes in each direction throughout this section.
 - Dan J: When our discussion related to protected bike lanes, why is the city not proposed protected bike lanes here?
 - Val H: Great question and unsure of the design discussions early on in this project. Would be happy to share with the project manager. Important to note that the city does not currently have any protected bike lanes with the exception of a short pilot on 4th Street downtown several years ago that had parking protected bike lanes. It's a newer

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conversation and pending the results from trying out different separation and feedback from this group and the community, may inform future projects and whether or not protected bike lanes are considered.

- Richard M: Looking forward to the presentation on 12th Street, which has had issues with speeding. Anything to make it safer and to make it well connected to the nice treatments around the Pueblo Cultural Center.
- Richard M: Do any of our guests have any questions?
 - Val H: I don't see any hands raised.

• Staff Reports

• Municipal Development (DMD)

- Engineering (Tim B)
 - No updates.
- Vision Zero (Val H)
 - Automated Speed Enforcement (ASE) As of August 15, there are 10 cameras installed, with 10 additional cameras locations being identified currently. While it takes time to see behavior change/decreases in speeding, with two cameras that have been in place the longest (EB/WB Gibson), we've seen a four to six mph decrease in overall speeds, a 70% decrease in speeding at 20 mph and over, and a 50% decrease in speeding 10 mph and over. As of September 6, no longer issuing a mix of warnings/citations and only issuing citations.
 - The Vision Zero Prioritization Strategy and Year in Review kicked off last month - consultants are working on existing conditions and we expect to present on this effort to GAATC in January.
 - Last week received the Notice to Proceed with the Bikeway and Trail Facility Plan update. We have not formally kicked off the project, but will keep this group informed as this project moves forward.
 - Bike Thru Burque will be Oct. 8 – 16 sign up at <https://bikethruburque.com/> There will be a riding challenge for adults and one for kids, photo contest, scavenger hunt among other activities. The week ends with ABQ CiQlovía on Sunday, October 16.

• Parks and Recreation (Cheryl S)

- There was a ribbon cutting at Copper Avenue Trail. Whitney was there and she can speak on how it went. Sounded like it went well and was a lot of fun.
- Calabacillas Arroyo is still under study and it has been determined that they will not be looking into a crossing at Coors because of funding constraints for this project, The hope is that eventually NMDOT may look at some type of crossing if that part of the roadway is reconstructed by NMDOT. Something to keep on the radar but is a long term solution.

Next Meeting: Monday, October 17, 2022



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

September 12, 2022 | 4:00 – 6:00 PM



- The Alameda Open Space Trail Head will have a community workshop tomorrow evening. You can provide input at the workshop or via email. This will also go to EPC in November. You're welcome to support the project there if interested. Feel free to email Cheryl or visit the City's Open Space webpage for additional information.
- There is an I-40 gap feasibility study that is currently being scoped by BHI. Doesn't have a lot of information at this time but wanted to let the group know that this is in the works and will include PRD and DMD.
- Planning (Whitney P)
 - Covering for Seth today but will pop in for fun from time to time. Finalizing the Near Heights report CPA. Doing a lot of outreach. Working on the Southwest Mesa and Downtown CPAs. You can visit the project website to find out ways to get involved.
- ABQ RIDE (Carrie B)
 - At the last meeting we had a discussion about notifications for the public about delayed buses or buses that won't serve a particular route on a day. Did some research on this. If ABQ RIDE does not have all drivers, the supervisor that does the driver scheduling, will spend the morning calling other people to try to find someone to be able to fill in. Carrie brought up idea of Environmental Health push notification to email. However, this doesn't seem like an option that ABQ RIDE has capacity to do at this time because the priority is finding the drivers.
 - Also asked about if updating the website could be an option when they know a bus route will not be running that day. However, since ABQ RIDE provides services on the weekends and before/after business hours, the person that completes web updates is in the office Monday – Friday 8 am – 5 pm, so this does not seem like an effective option since most people would need that update before trying to take the bus.
 - Looked into the Transit app, which ABQ RIDE is looking to use more and streamline. When an app user plugs in their origin/destination, there are different route options and within the route options it lets the rider know the real-time info, scheduled info, and if a route is likely cancelled. Screenshot below on next page. In the future, there may be an option for City to update the status in live time within the app, but at this time don't have capacity to do this. However, this is something they could explore building in capacity for. This is a way for people to try to access more accurate trip data. Commits to continuing the conversation.
 - ABQ RIDE partnered with APD – now sharing live data and audio recording on buses with APD. APD has access to the data and may be a good way to improve safety and improve inter-jurisdictional coordination.

Next Meeting: Monday, October 17, 2022



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

September 12, 2022 | 4:00 – 6:00 PM



- Also, working on intercept surveys where ABQ RIDE staff will at different park and rides, transit centers, and riding the bus to get feedback from riders. There will be 10 sessions of four hours at different locations to meet people where they are and to get their feedback.

Identify Real-time, Scheduled, and Cancelled Trips

Real-time



When you see real-time waves next to a departure and a bus or train icon on the map, that indicates that you're looking at real-time information!

Scheduled



When the departure time is greyed out, that means we're showing you the scheduled departure time. We know scheduled arrivals aren't always the most accurate, which is why we try to display real-time information whenever it's available.

Cancelled



Sometimes trips are cancelled: maybe the vehicle broke down, or there isn't a driver available. To let riders know about a cancellation, transit agencies can add this information to the app in real time. (Not all agencies do this yet, but it's becoming more and more common!) You'll know a trip has been cancelled by your agency when the departure has a real-time symbol but it's turned grey and is crossed out.

Likely Cancelled



If your line has real-time information for later trips but not for a trip that's supposed to come first, we'll analyze the data and determine if we think this scheduled trip has been cancelled. The trip will be greyed out and crossed out to let you know we don't think it's coming.

- Bernalillo County (Julie L)
 - No updates other than I40/Galbadon Rd crossing.
- MRCOG (Tara C)
 - MRMPO is working on an application for Safe Streets for All grant to update the Regional Transportation Safety Action Plan. Hope if they are successful in receiving grant, will be able to apply for future years of funding for transportation safety projects.
 - Starting non-motorized counts program study around October 1. Working with consulting firm to look at their program and look at ways to close gaps and make it more robust.

Next Meeting: Monday, October 17, 2022



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

September 12, 2022 | 4:00 – 6:00 PM



- NMDOT District 3 (Jill M)
 - No updates. Wanted to participate in the meeting in case anyone had questions for NMDOT.

Richard M: Wanted to mention that Bernalillo County is partnering with NMDOT District 3 and the City on a Safe Streets for All grant. Will be submitting a grant for Coors Blvd based on the Road Safety Audit that was completed earlier in 2022.

- **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.
 - Susan Brewster: Wanted to join in with the concern about Coors. Lives in Taylor Ranch and rides every day. There is no good and safe way to cross Coors north of I-40. Has been riding a long time and feels that has gotten worse over the past 5 years. It's more dangerous with right turning motor vehicles on La Orilla, for example.
The bike lane on Montano where the bridge cross the river is considered a bike lane. Takes the 157 bus as well, which goes this direction and has noticed from the bus point of view that when there is a car next to a bus, the bus is forced into the bike lane. Unsure how they don't hit people. Most people choose not to ride here because you'd be pinned against a wall. Most people ride in the pedestrian path – thinks it's signed as a pedestrian only path but most people bike there to get over the bridge. It is not lined with a yellow stripe. There are many children and families that may not be used to riding on the Bosque Trail, so she finds there is a lot of dangerous situations that arise as kids are learning how to negotiate this. Was yelled at by several runners saying she should be in the bike lane, but will not ride there. Not sure what can be done. Maybe renaming the pedestrian access and opening it up to bicyclists formally and does not think this should be considered a bike lane over the bridge because it's not wide enough.

Richard M: Assuming that the trail was multi-use and not just pedestrians but maybe the signage needs to be changed. You're right this bike lane is very narrow. Will make note of this.

Meeting adjourned at 5:52 pm

Next Meeting: October 17, 4:00 pm – 6:00 pm

Next Meeting: Monday, October 17, 2022



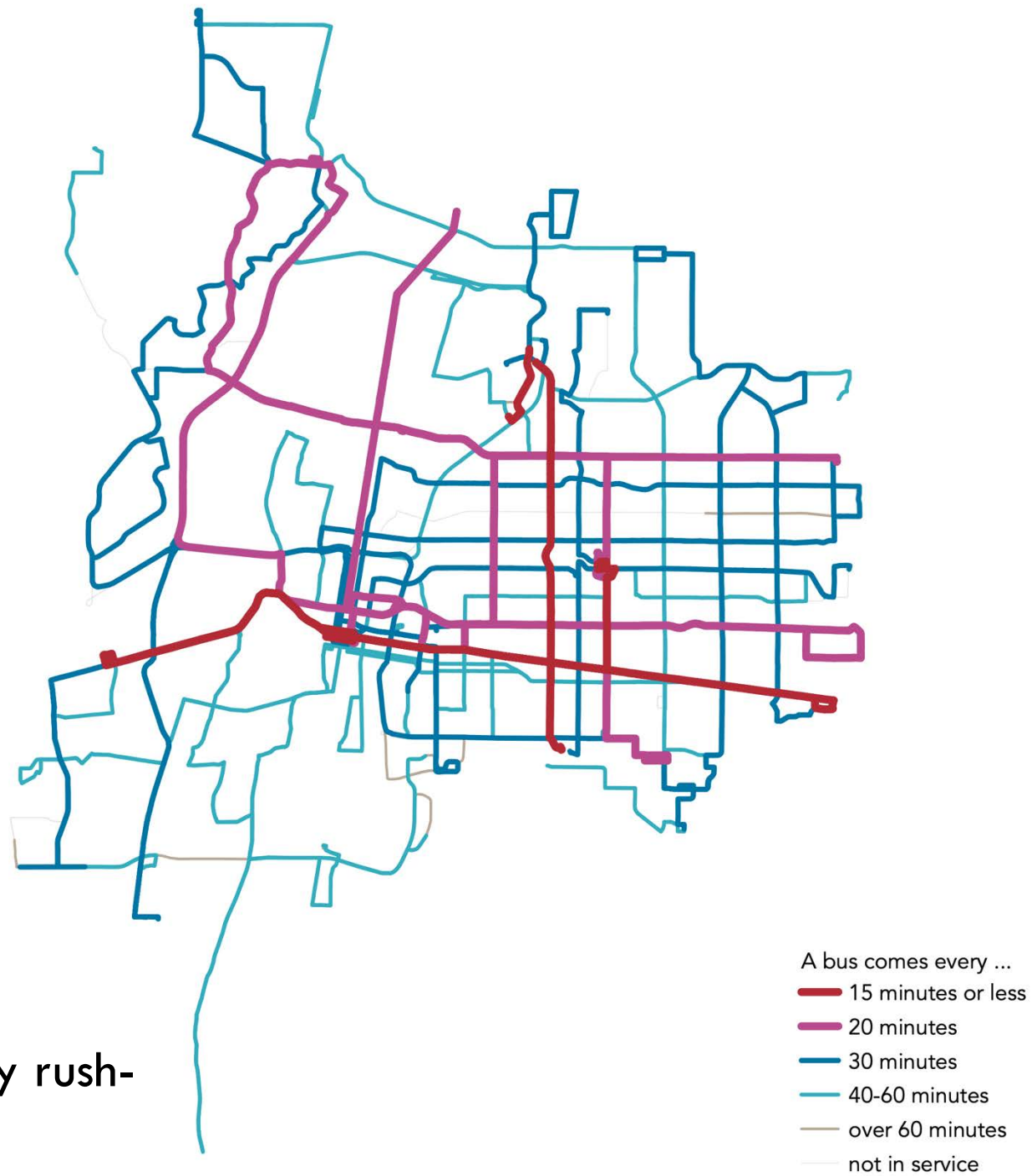
ABQ RIDE Forward *Network Plan:* General Overview

City of Albuquerque
**Greater Albuquerque Active
Transportation Committee**
September 12, 2022

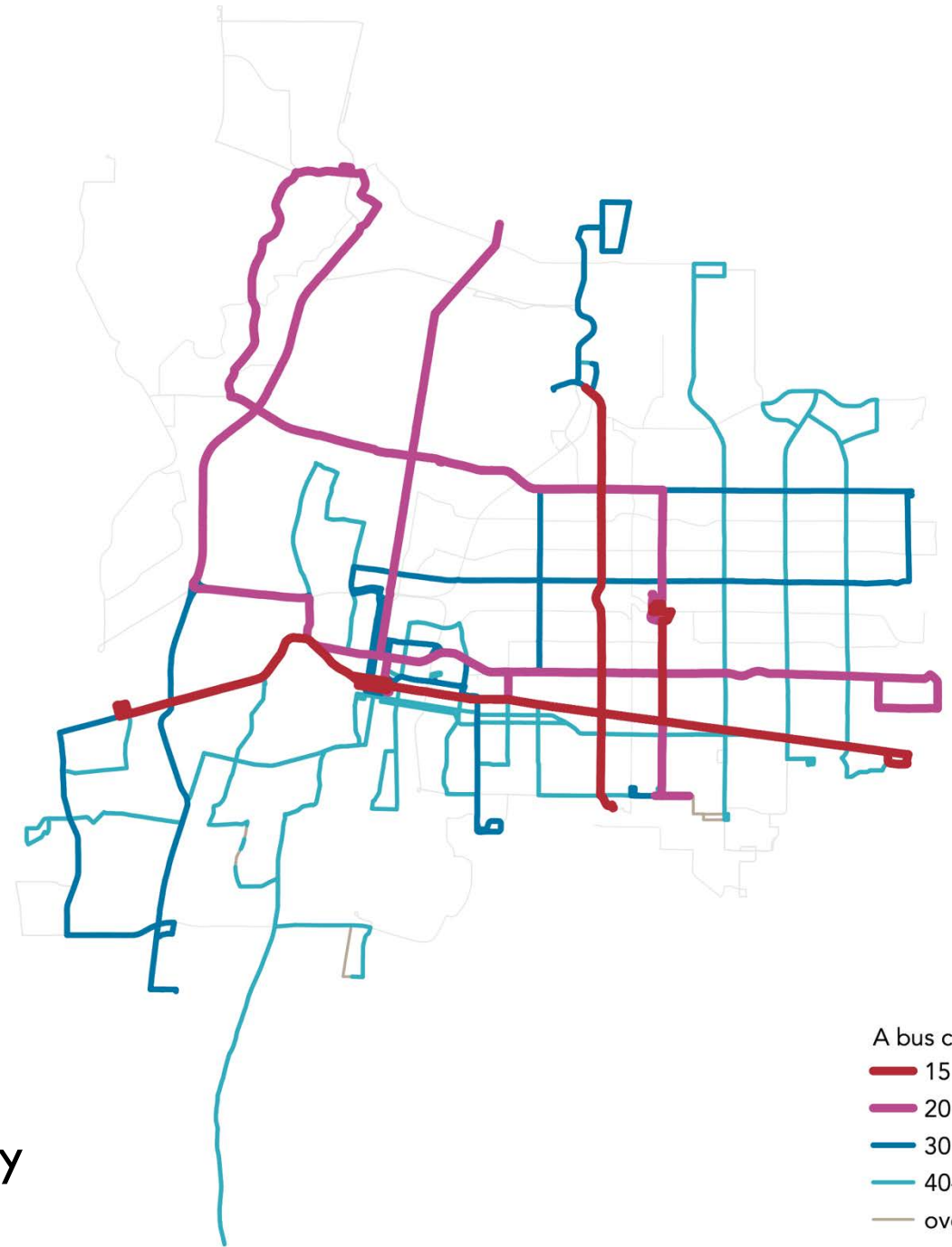
Plan Purpose and Scope

- Review performance and functions of existing bus transit system
- Identify goals and purpose of the City's future investments in public transit
→ inform future decisions about where bus routes go, at what times they run, and how frequently
- Recommendations for improving the efficiency and utility of the network
- Plan will include two alternative network scenarios

Weekday rush- hours

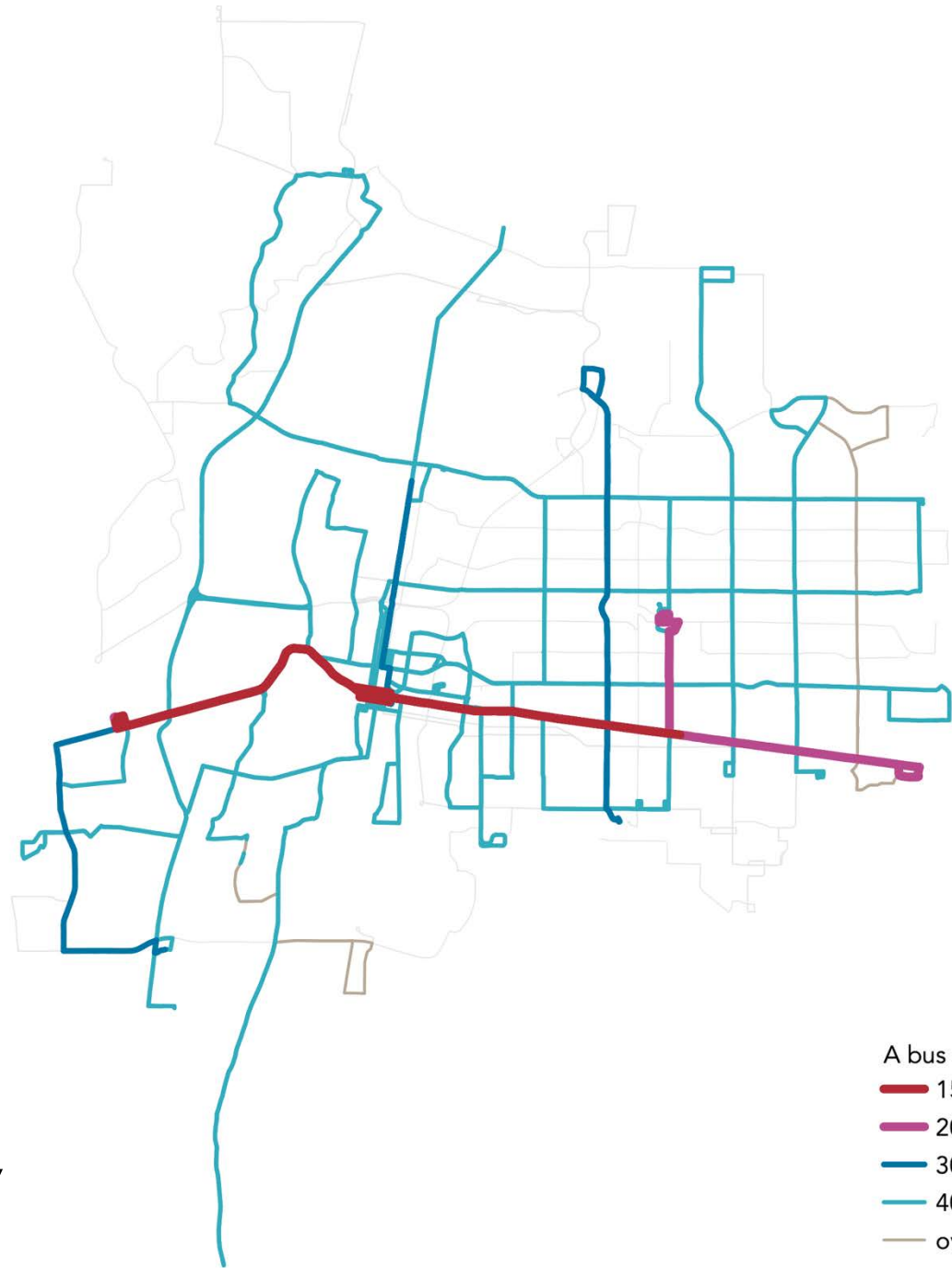


Weekday
midday



- A bus comes every ...
- 15 minutes or less
 - 20 minutes
 - 30 minutes
 - 40-60 minutes
 - over 60 minutes
 - not in service

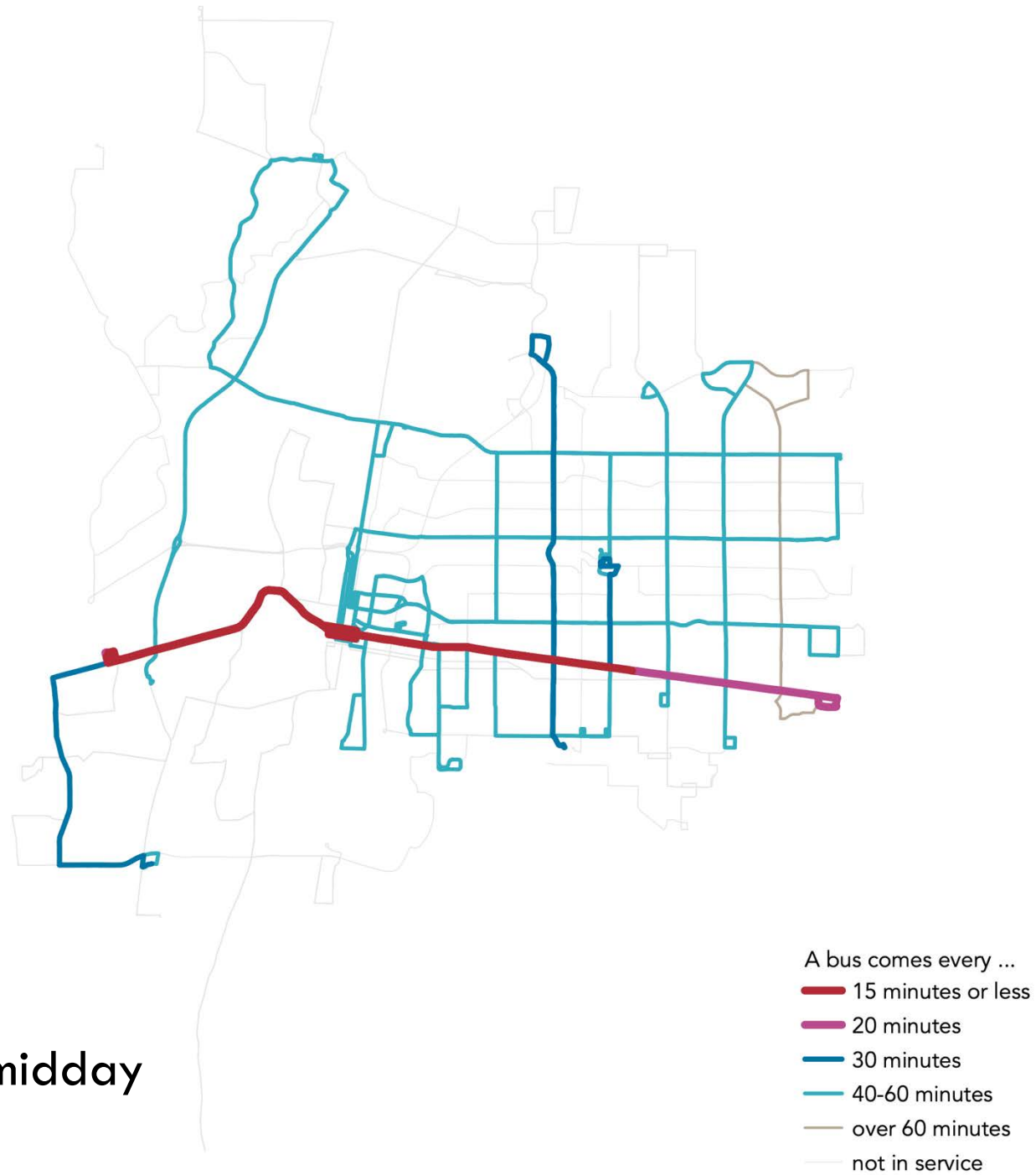
Saturday
midday



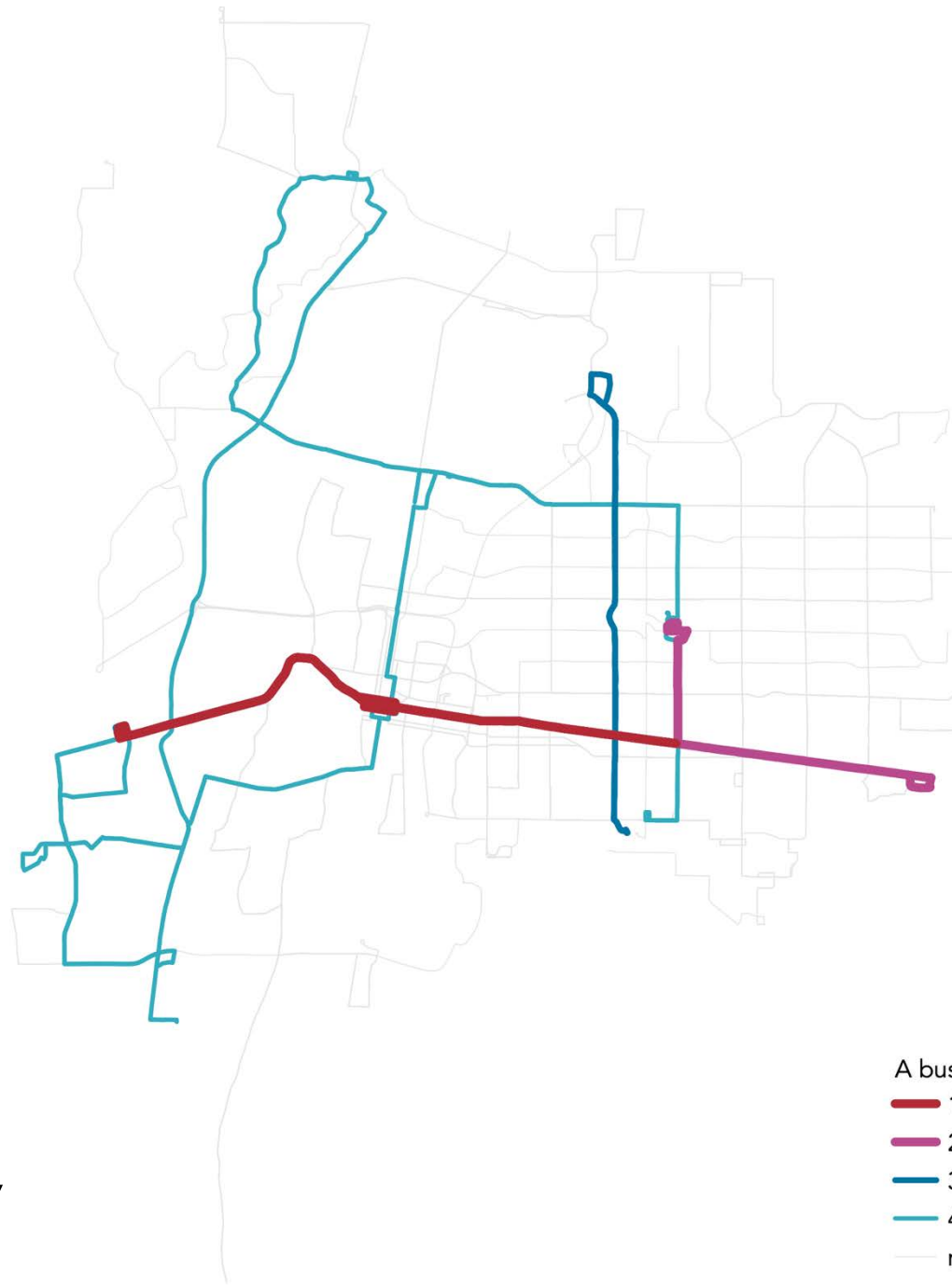
A bus comes every ...

- 15 minutes or less
- 20 minutes
- 30 minutes
- 40-60 minutes
- over 60 minutes
- not in service

Sunday midday



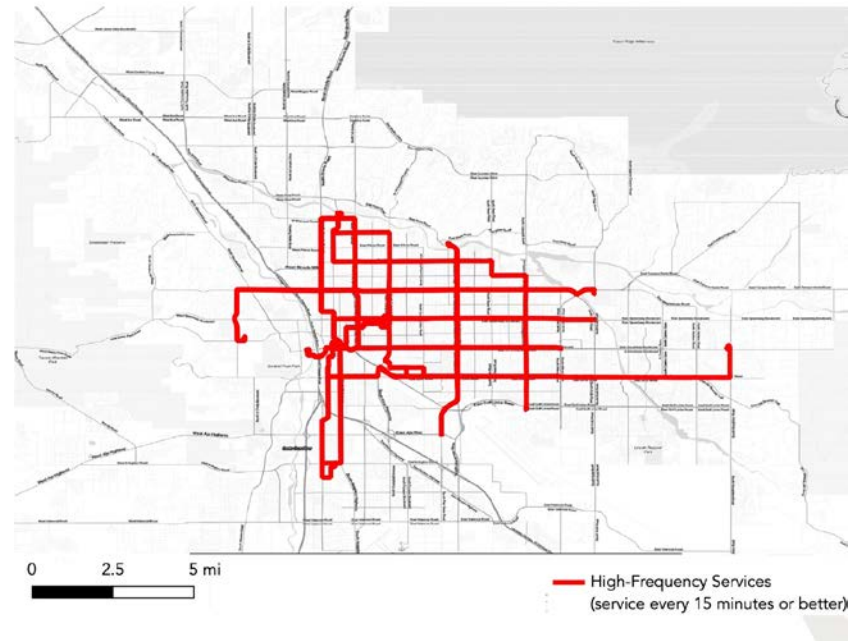
Saturday
9 pm



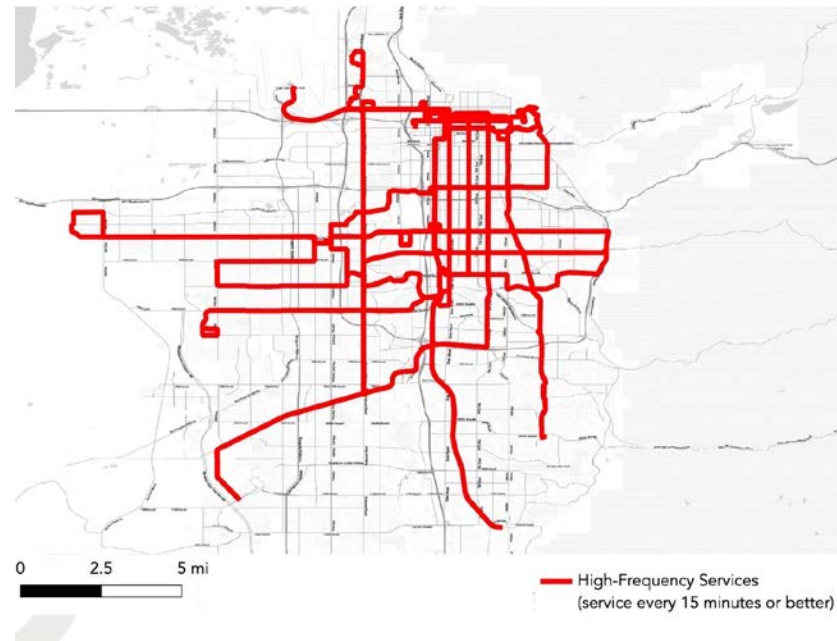
A bus comes every ...

- 15 minutes or less
- 20 minutes
- 30 minutes
- 40-60 minutes
- not in service

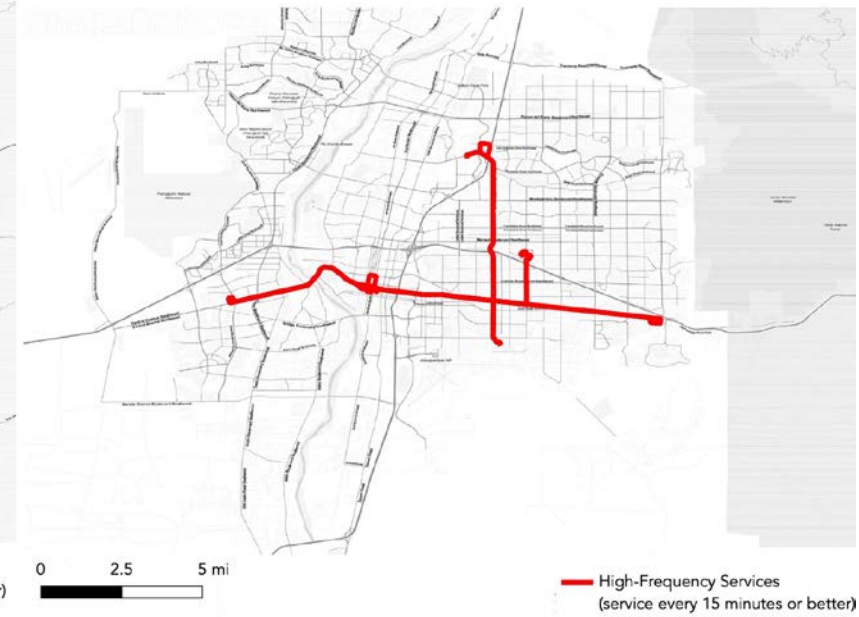
Tucson

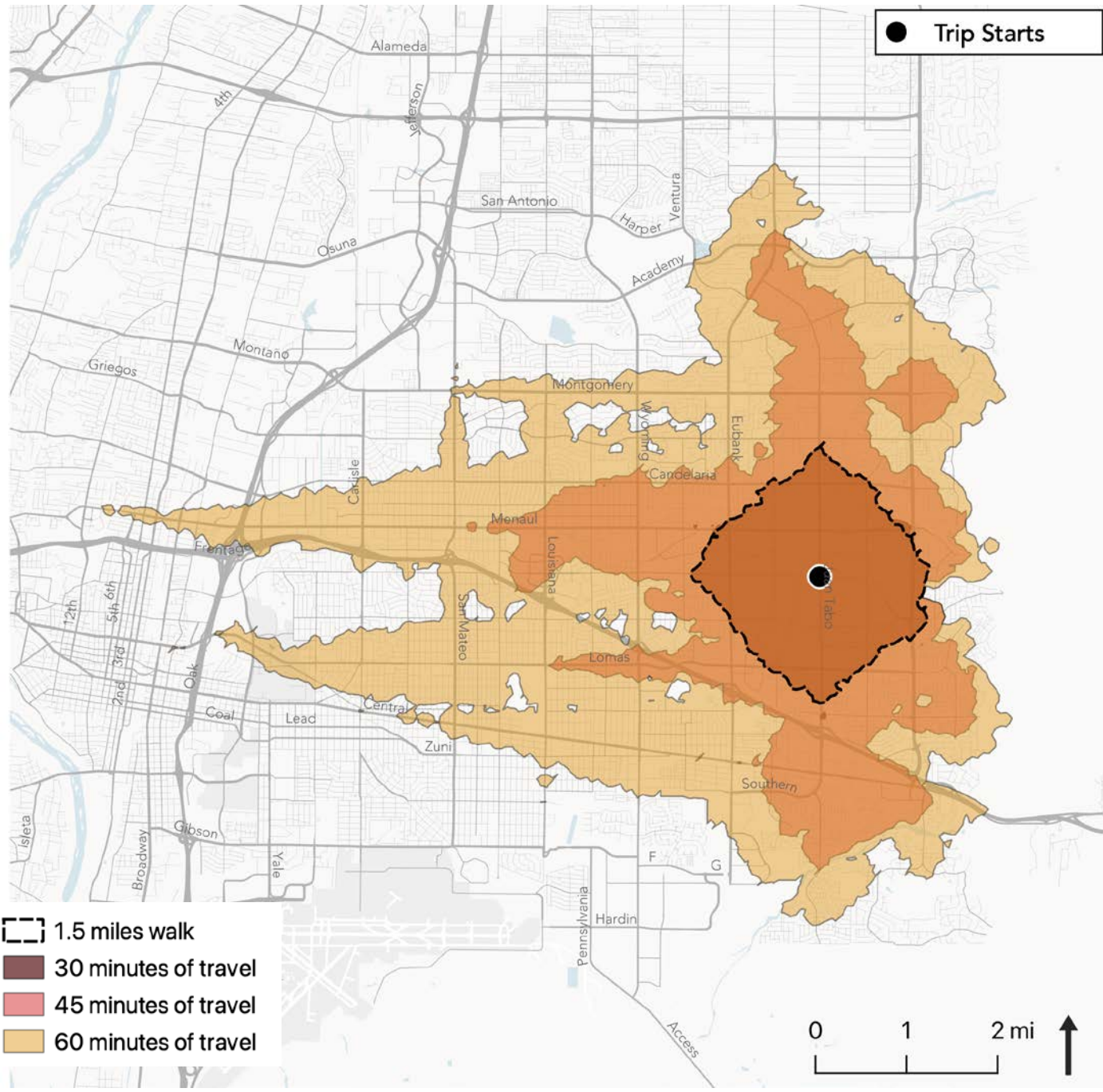


Salt Lake City



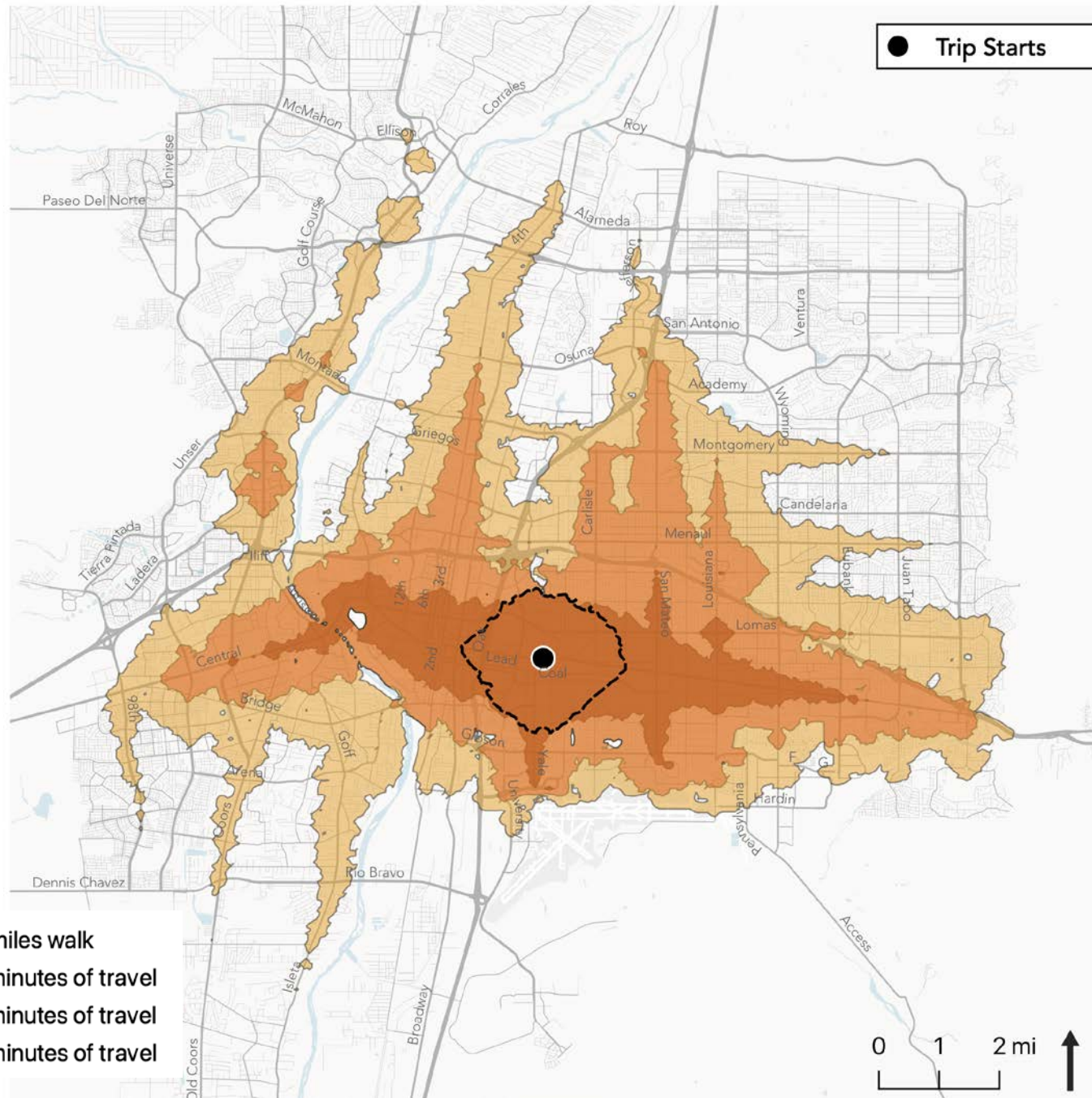
Albuquerque









In 2019, how far could I travel from Juan Tabo Blvd and Indian School Road at 12 pm on a weekday?

	Walk		Transit		
	30 min	45 min	30 min	45 min	60 min
Jobs	5,600	5,600	27,600	82,600	82,600



In 2019, how far could I travel from University of New Mexico at 12 pm on a weekday?

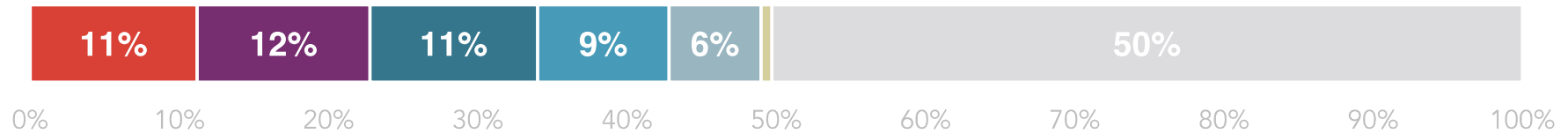
	Walk		Transit		
	30 min	45 min	30 min	45 min	60 min
Residents	18,300	55,700	168,500	307,400	

-  1.5 miles walk
-  30 minutes of travel
-  45 minutes of travel
-  60 minutes of travel

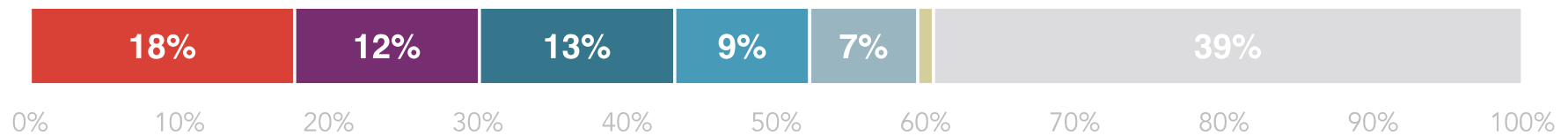
At 12 pm on a weekday, in 2019, what percent of people were near transit of various frequencies?



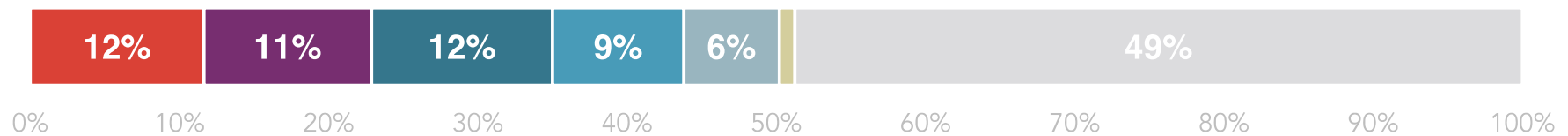
Residents



Residents in Poverty



Minority Residents



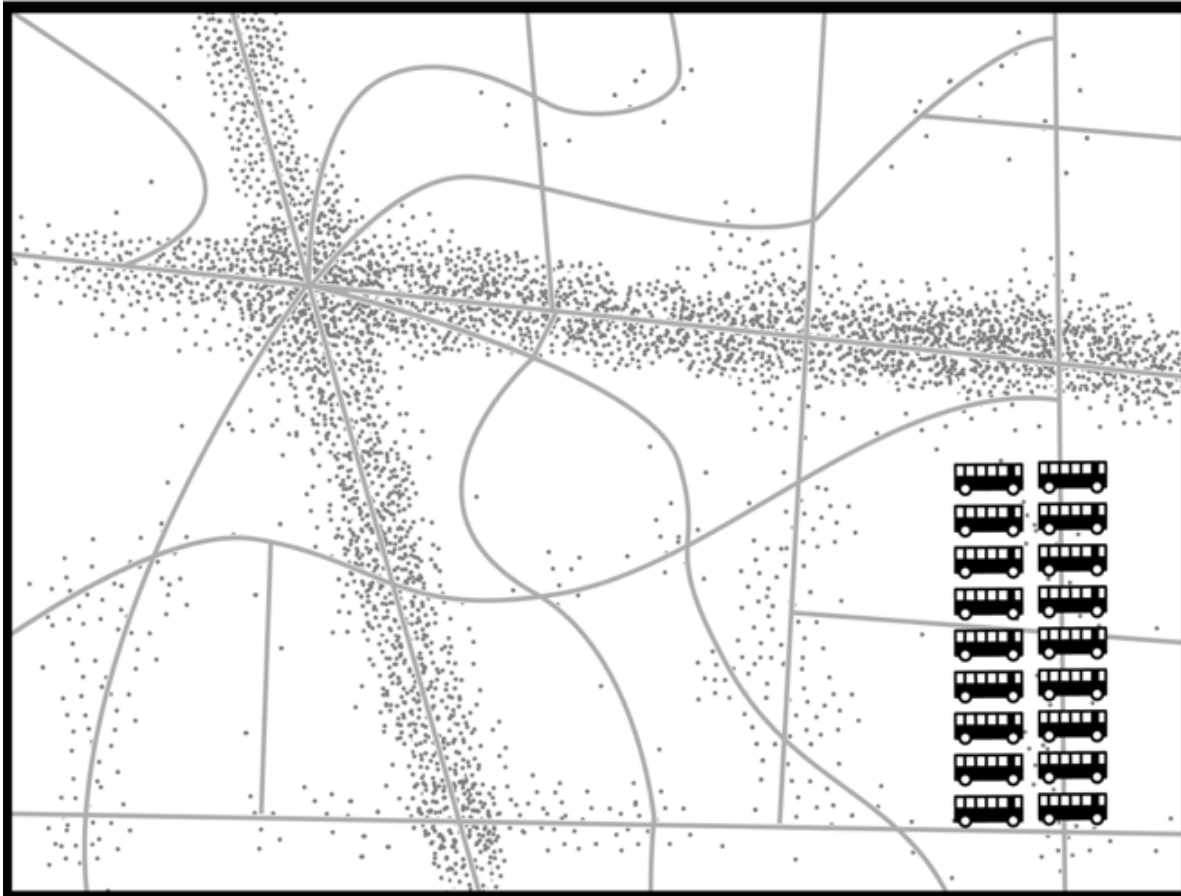
Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Existing Conditions – Key Takeaways

- Existing Conditions Report – *available online*
- Little “waste” in the ABQ RIDE system
- Higher proportion of high frequency service is located in areas with low-income populations
- ABQ RIDE features more modest high frequency network than peer cities
- Transit system is relatively productive compared to the level of investment

Understanding Transit Choices

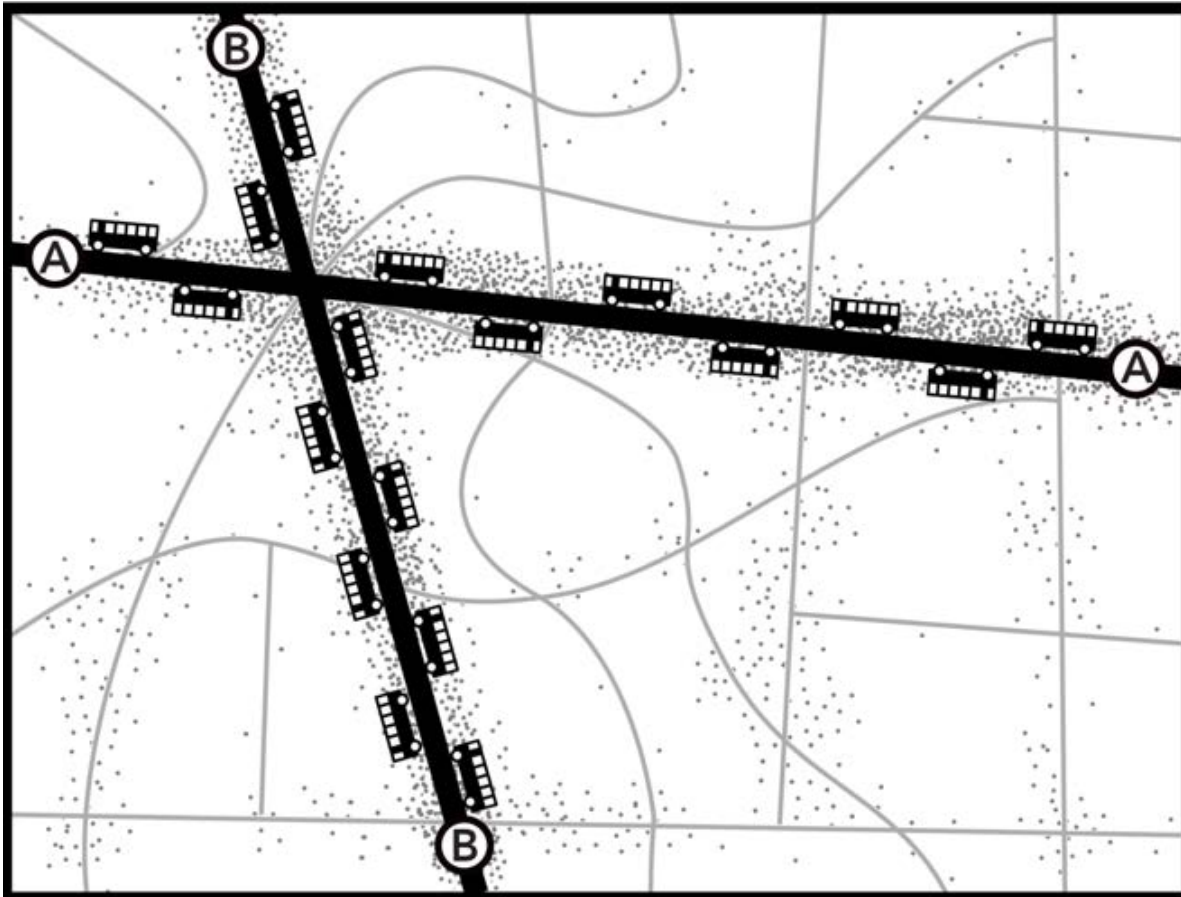
Imaginary Transit Town



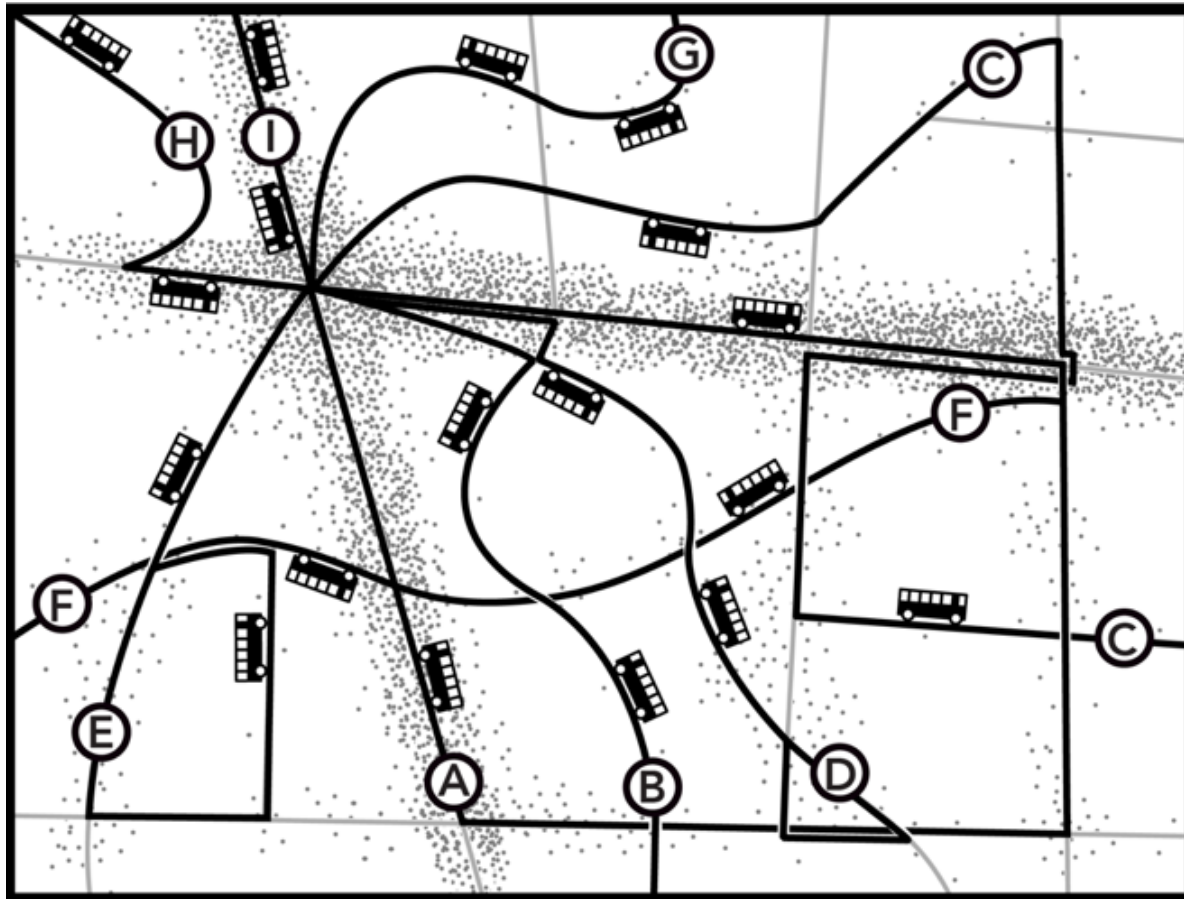
Imagine you had 18 buses to serve this fictional town.

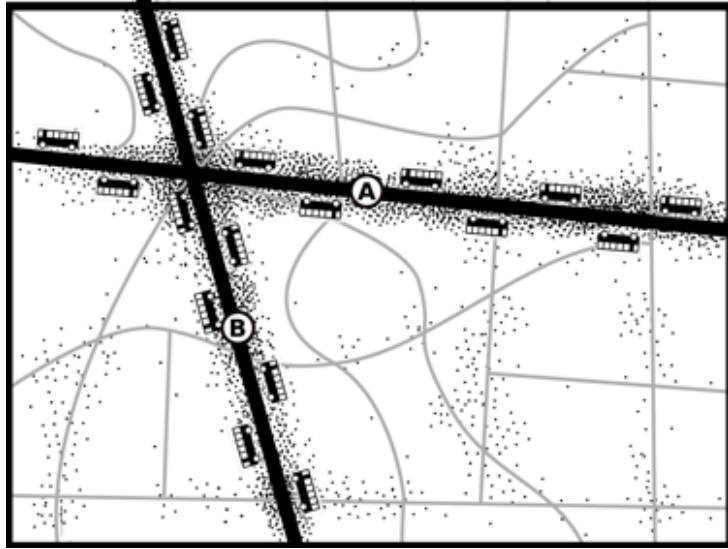
Dots are the locations of residents and jobs.

High Access & Ridership Goal



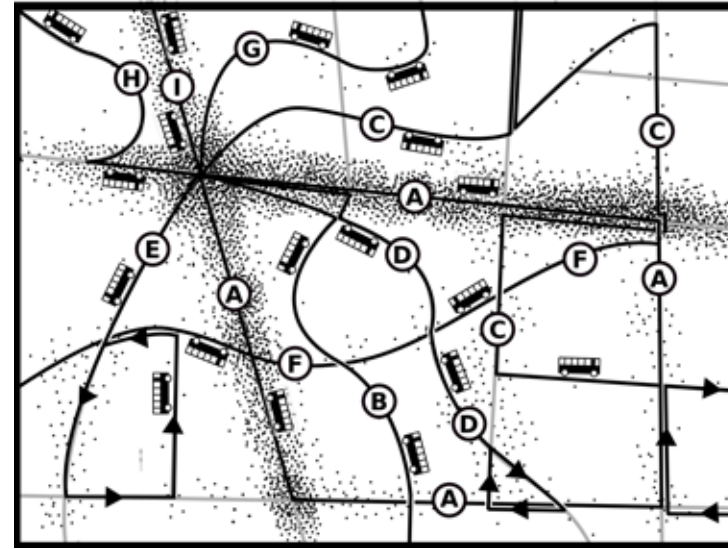
High Coverage Goal





High Access & Ridership means...

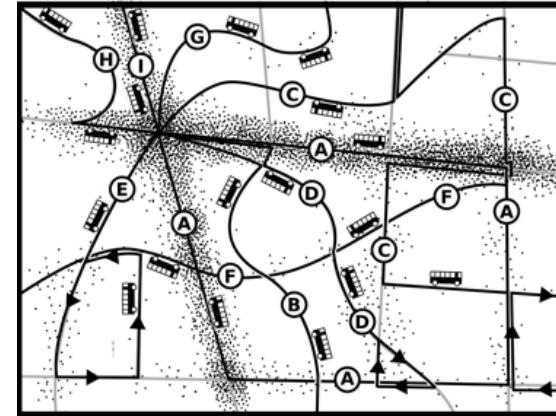
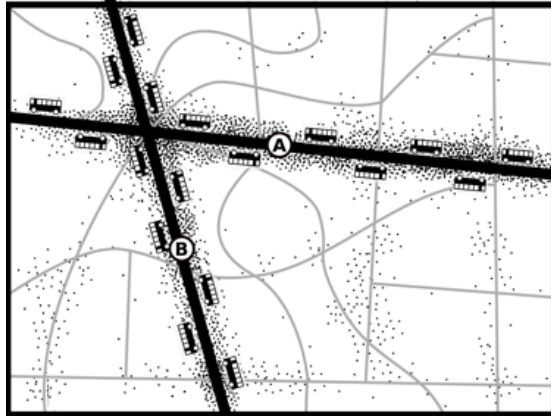
- Maximum total access to opportunity
- Supports dense and walkable development
- Lower emissions
- Fewer vehicle miles travelled



High Coverage means...

- Some service near every home and job
- Insurance against isolation for people in need, everywhere
- Service near every neighborhood / taxpayer / electoral district

The tradeoff is unavoidable



But you CAN choose a deliberate balance point on the spectrum.

Engagement Phase #1

Engagement Phases and Objectives

Phase #1

- September-October
- Share information about the study
- Gain a further understanding of transit-related priorities
- Outline the general types of service design options that ABQ RIDE could provide
- Inform the public on what is and is not possible through the provision of public transit services given budget constraints

Phase #2

- Feedback on network design scenarios
- Late winter/spring 2023

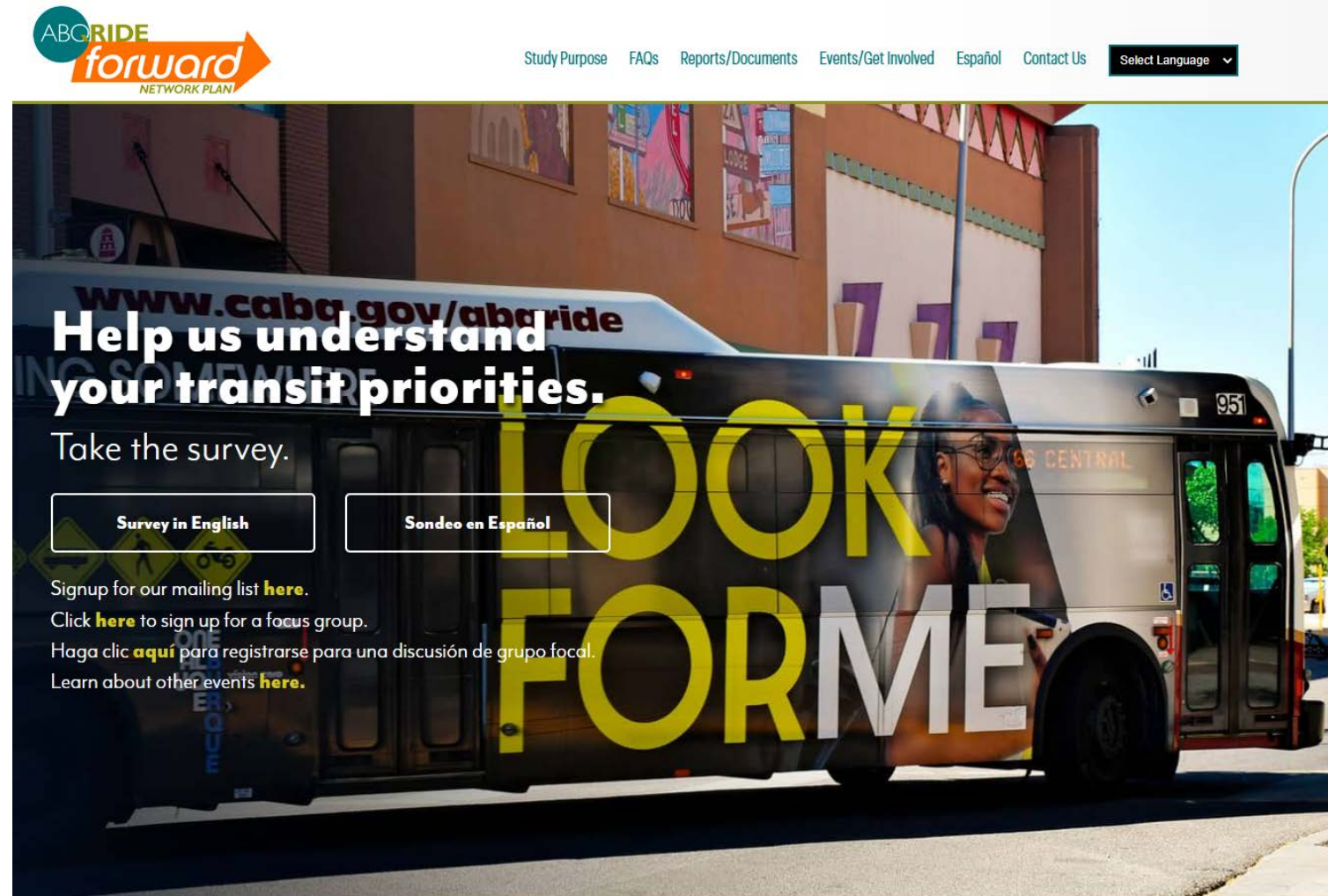
Phase #3

- Next steps and plan implementation
- Summer 2023

Project Website

<http://abqrideforward.com/>

- Background information
 - Study purpose
 - FAQs
- Links to reports and interim products – *Existing Conditions Report*
- Surveys – English and Spanish
- Events and public involvement opportunities – *virtual community meetings in October*
- Sign up for focus groups



Stakeholder Advisory Committee



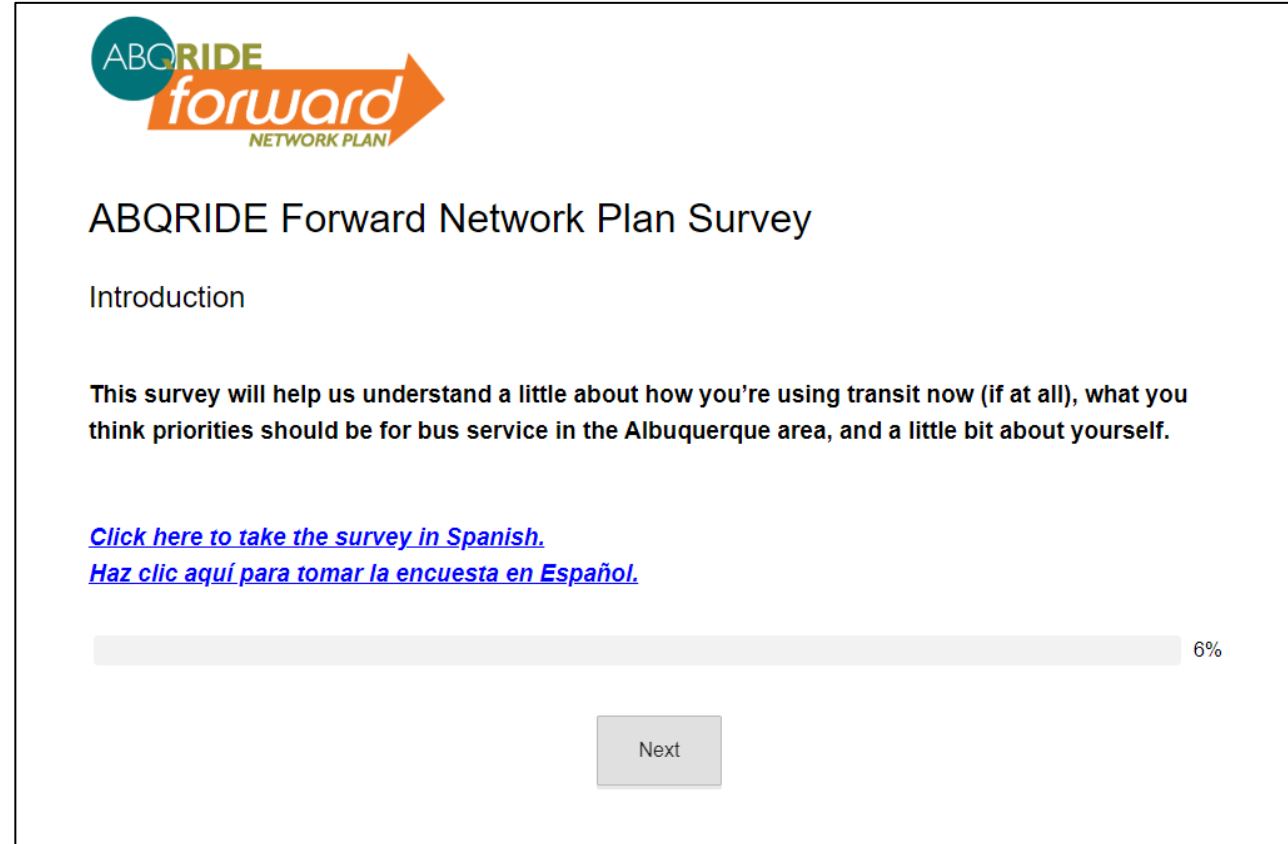
- *Stakeholder Workshop #1 planned for September 27*
- *Invitations sent to TAB members and other interested parties*

Core group of stakeholders providing guidance in each phase:

- **Workshop 1:** Training, discussion and polling on key transit network choices
- **Workshop 2:** Compare and contrast network alternatives
- **Workshop 3:** Discuss draft network plan

Community Survey

- Survey posted online – English and Spanish
- Seeking support in marketing and distributing the survey
 - Share on social networks
 - Distribute information at community organizations



The screenshot shows the introduction page of the ABQRIDE Forward Network Plan Survey. At the top left is the logo for ABQRIDE forward NETWORK PLAN, featuring a blue circle with 'ABQRIDE' and an orange arrow pointing right with 'forward' and 'NETWORK PLAN' below it. The title 'ABQRIDE Forward Network Plan Survey' is centered. Below the title is the word 'Introduction'. A paragraph of text explains the survey's purpose: 'This survey will help us understand a little about how you're using transit now (if at all), what you think priorities should be for bus service in the Albuquerque area, and a little bit about yourself.' Two blue hyperlinks are provided: 'Click here to take the survey in Spanish.' and 'Haz clic aquí para tomar la encuesta en Español.'. A progress bar at the bottom shows 6% completion. A 'Next' button is located at the bottom right.

ABQRIDE forward NETWORK PLAN

ABQRIDE Forward Network Plan Survey

Introduction

This survey will help us understand a little about how you're using transit now (if at all), what you think priorities should be for bus service in the Albuquerque area, and a little bit about yourself.

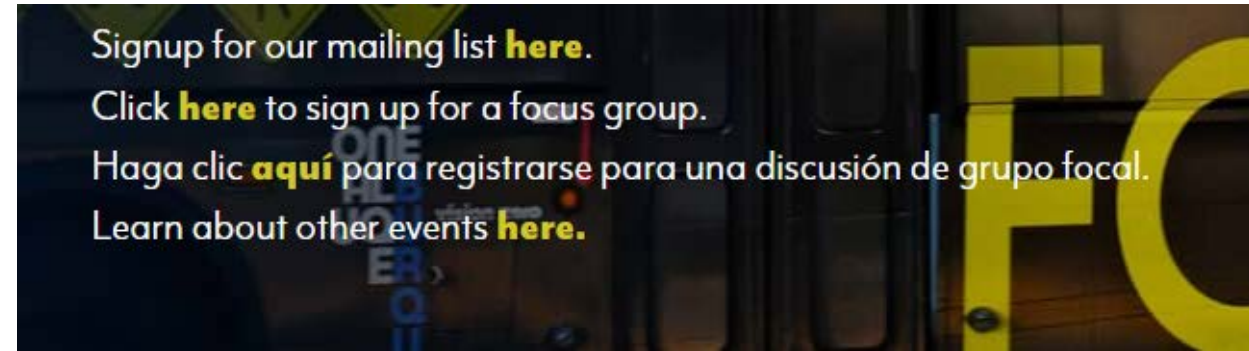
[Click here to take the survey in Spanish.](#)
[Haz clic aquí para tomar la encuesta en Español.](#)

6%

Next

Focus Groups

- 6 sessions
 - 4 virtual; 2 in-person
 - scheduled for various times and days of the week in October
- Opportunity for more in-depth input and discussion (60 minutes)
- Spanish-language interpretation available for multiple sessions
- Sign up now via website



ABQ RIDE Forward – Discusión de Grupo Focal

1. Nombre

2. Correo electrónico

3. Por favor indique cual de las siguientes descripciones aplica mejor para usted (marque todos que aplican):

- Usuario regular de transporte público
- No usuario de transporte público, pero interesado
- Estudiante – secundaria o universidad
- Actualmente empleado
- Sin empleo

Questions

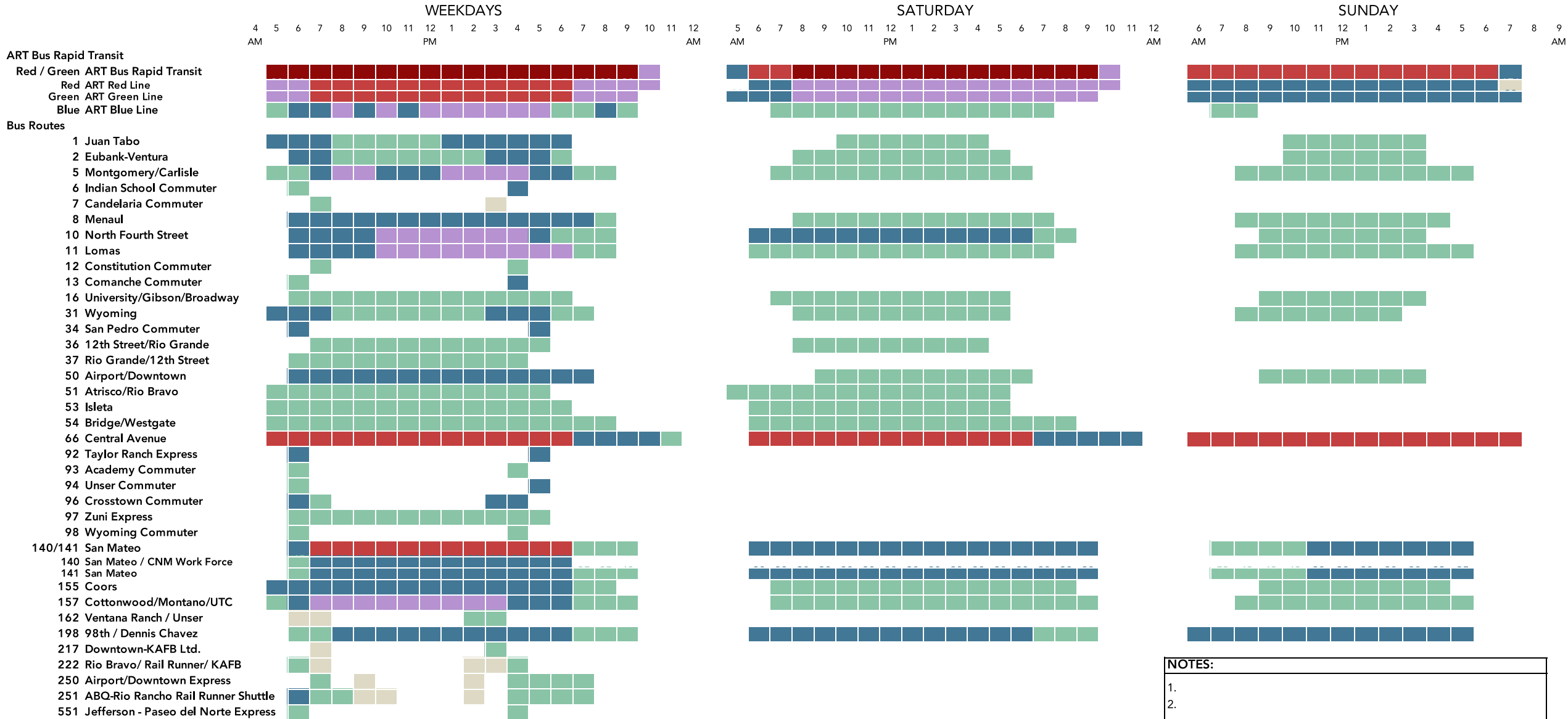
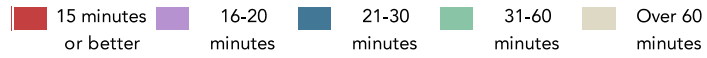
- Andrew de Garmo - ABQ RIDE
adegarmo@cabq.gov
- Carrie Barkhurst – ABQ RIDE
kcbarkhurst@canq.gov
- Michelle Poyourow – Jarrett Walker + Associates
michelle@jarrettwalker.com
- Aaron Sussman – Toole Design Group
asussman@tooledesign.com
- General project email:
info@abqrideforward.com

TOOLE
DESIGN

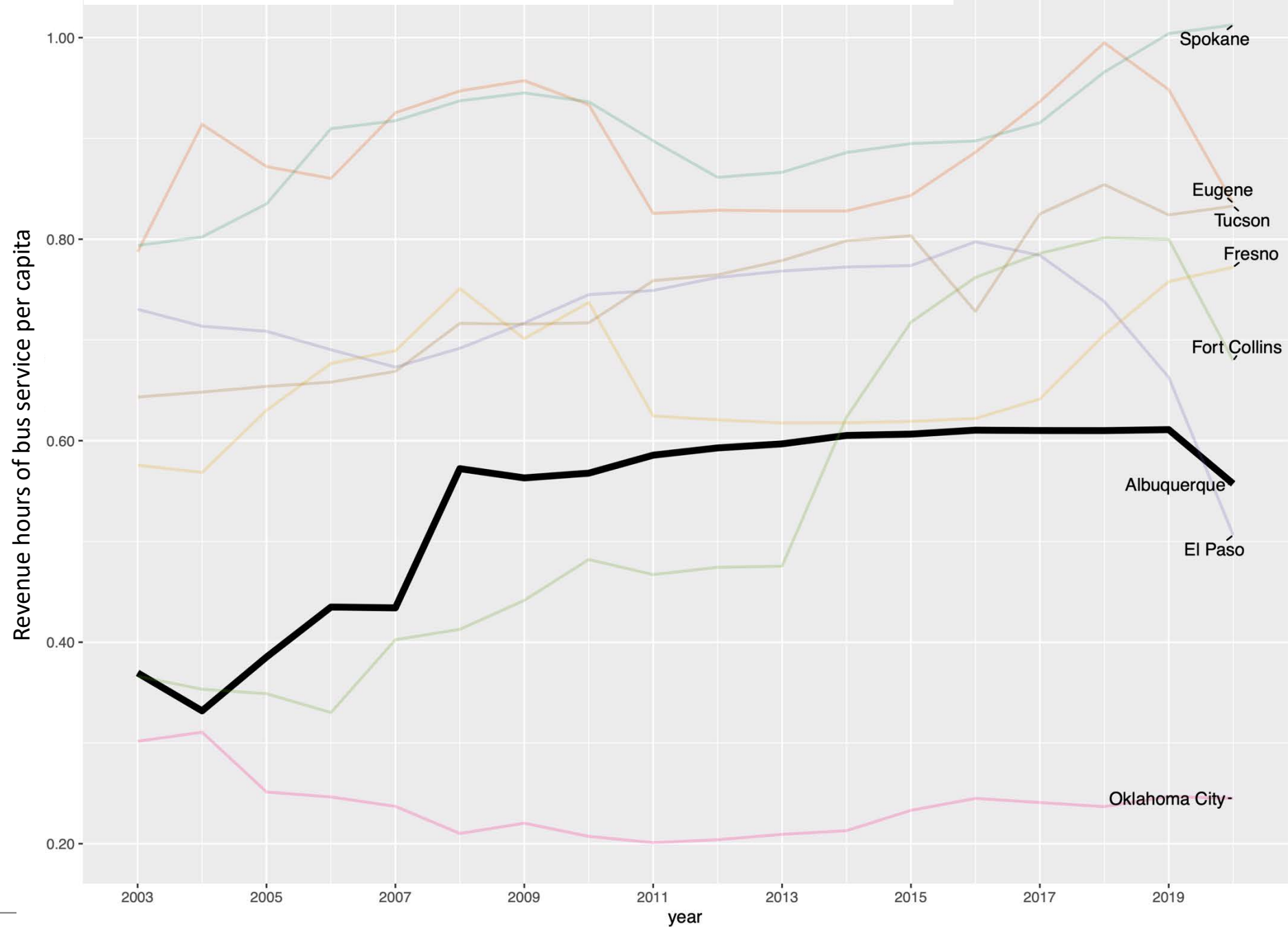
Bohannon  Huston

ABQ RIDE 2019 Route Frequencies

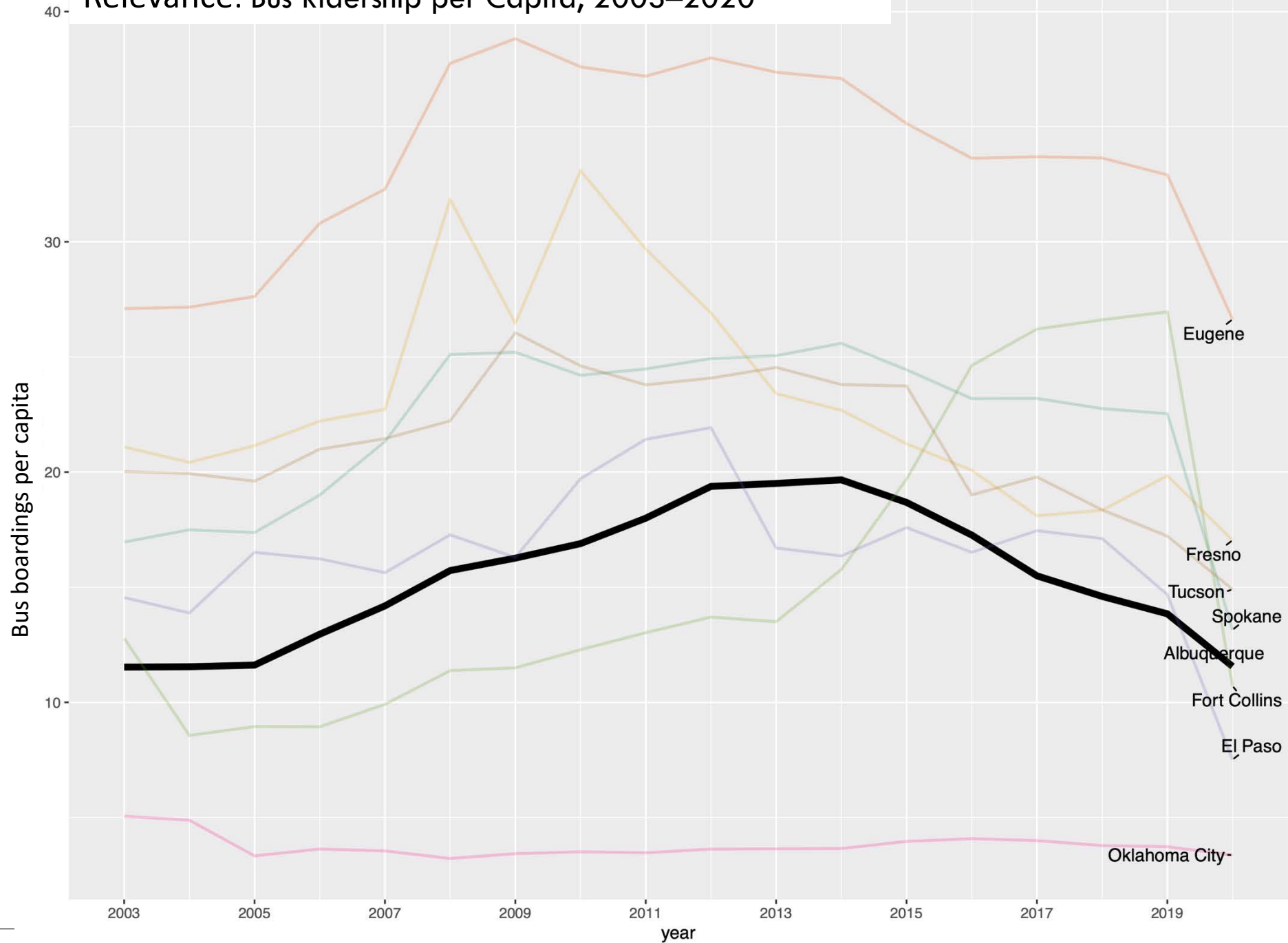
The bus comes about every:



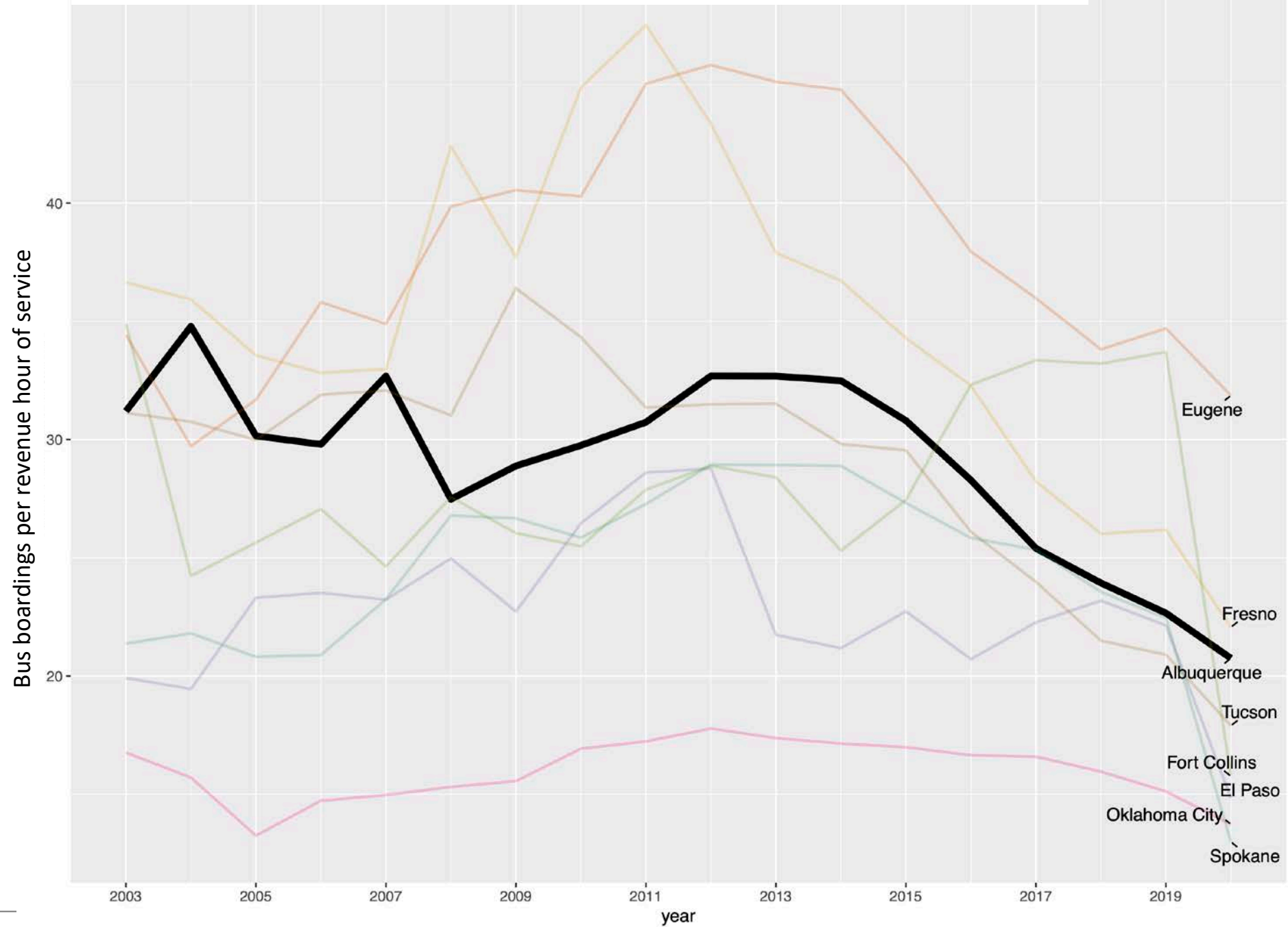
Investment: Service per Capita, 2003–2020



Relevance: Bus Ridership per Capita, 2003–2020















Productivity: Ridership Relative to Service Investment, 2003–2020

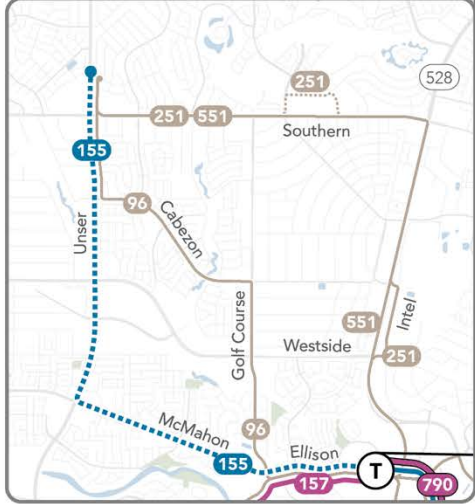


Albuquerque, NM 2019 Network

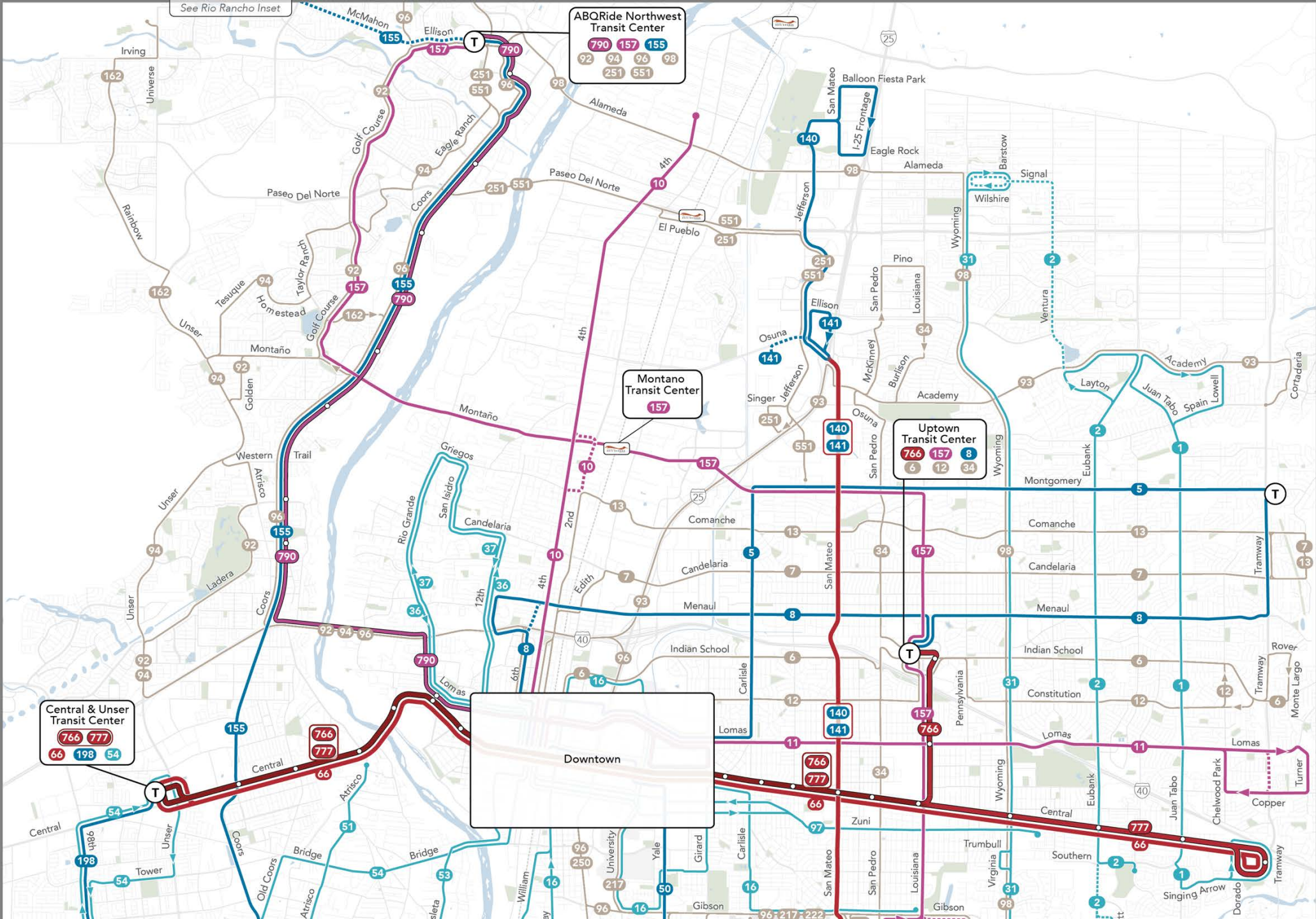
On weekdays around noon,
the bus comes every...

-  14 minutes or less
-  15 - 19 minutes
-  20 - 25 minutes
-  26 - 35 minutes
-  36 - 70 minutes
-  Peak-only
-  Route variation
-  Bus Rapid Transit route and station
-  Corridor with many routes
-  Route branches continue at lower frequency
-  Transit Center
-  Rail Runner Station

Rio Rancho

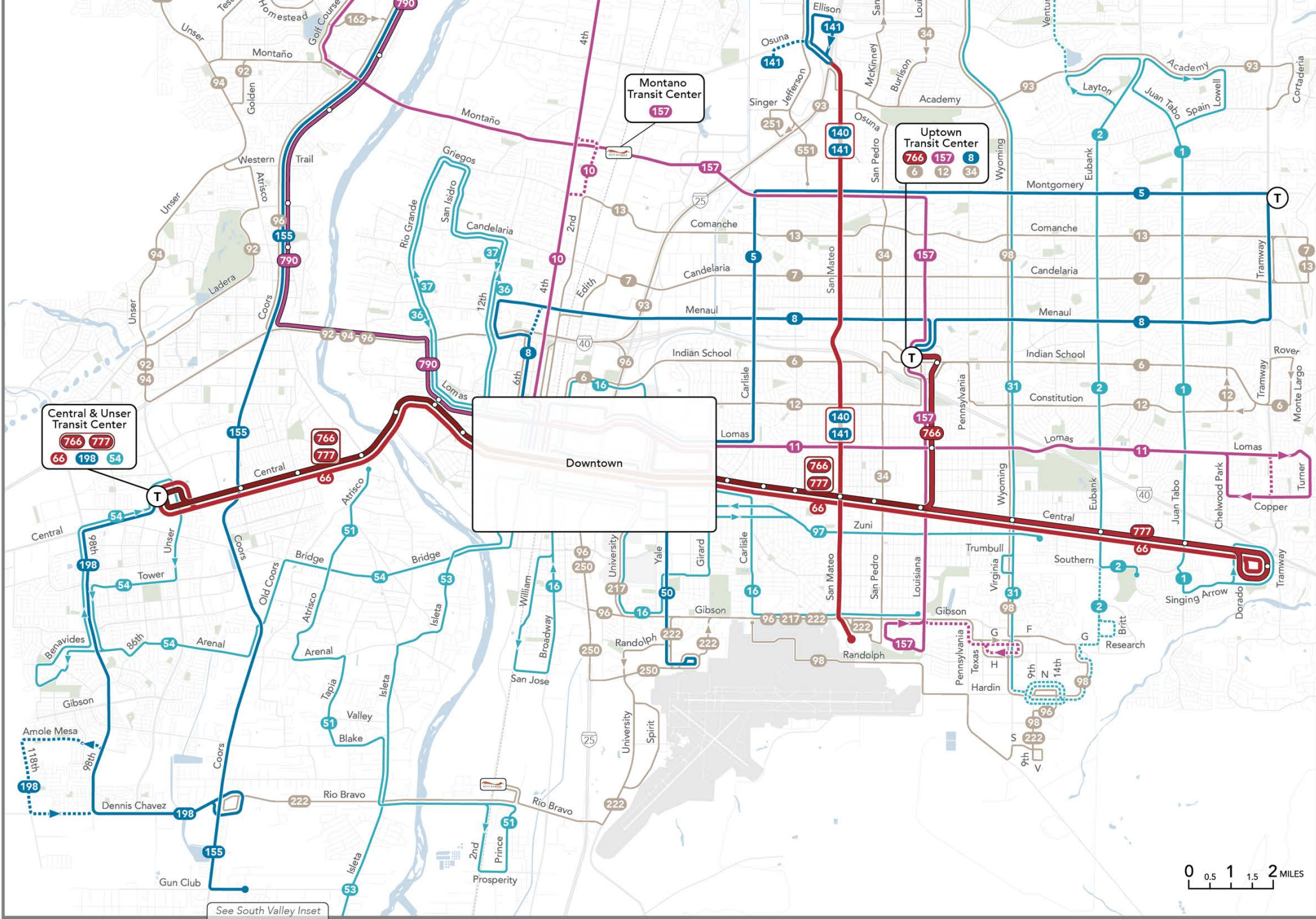
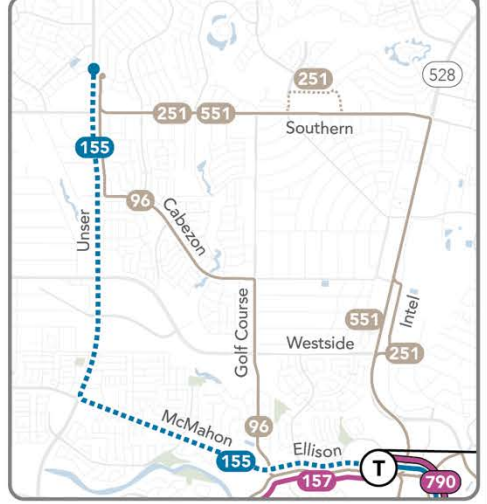


South Valley

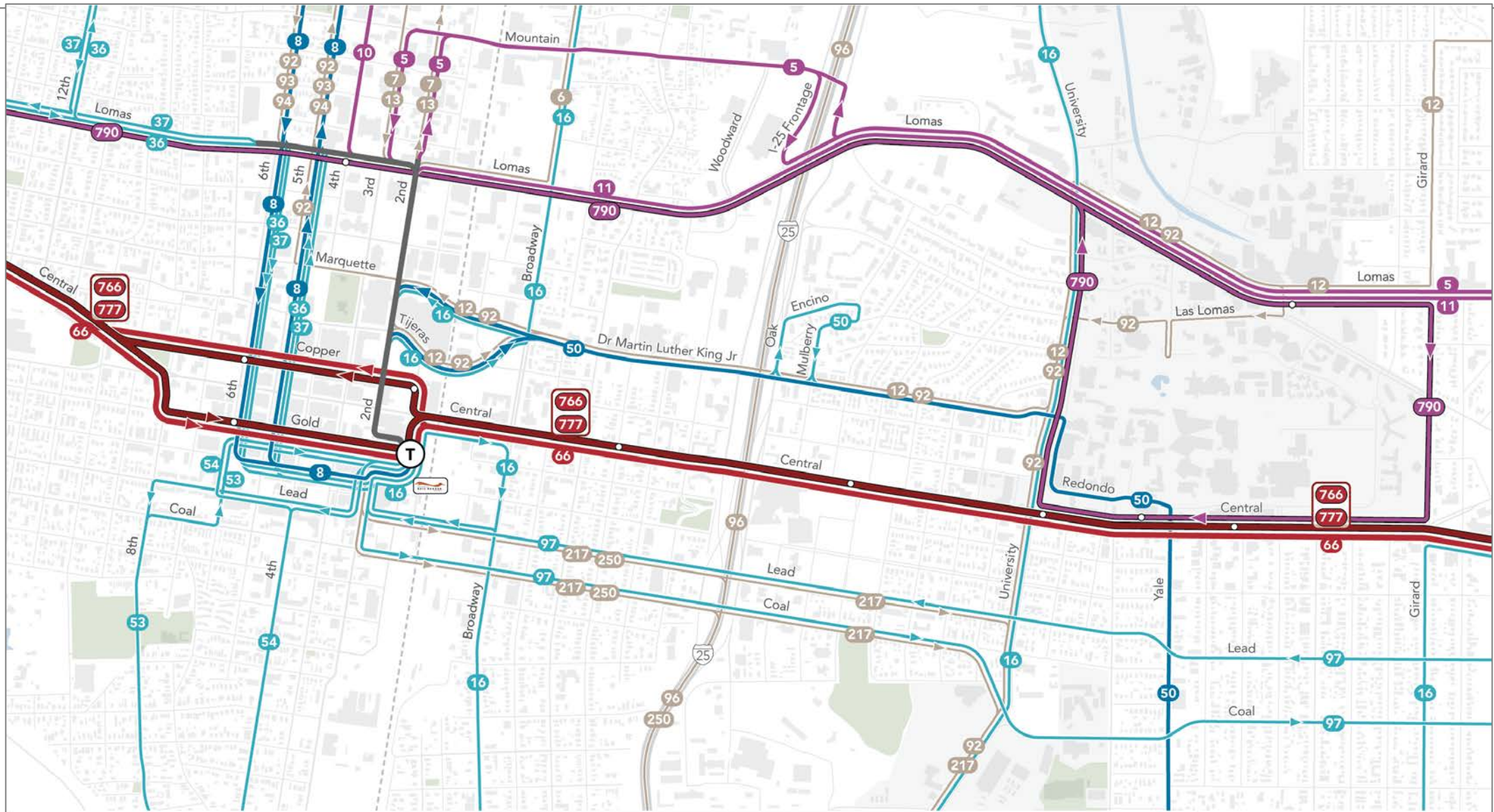


- route and station
- Corridor with many routes
- Route branches continue at lower frequency
- Transit Center
- Rail Runner Station

Rio Rancho



See South Valley Inset



Albuquerque, NM
2019 Network

On weekdays around noon, the bus comes every...

- 707 14 minutes or less
- 707 15 - 19 minutes
- 707 20 - 25 minutes
- 707 26 - 35 minutes
- 707 36 - 70 minutes
- 707 Peak-only

- ⋯ Route variation
- Bus Rapid Transit route and station
- Corridor with many routes
- Route branches continue at lower frequency
- T Alvarado Transit Center
- RR Rail Runner Station

Bellamah Avenue Extension

Bellamah Extension Project Area

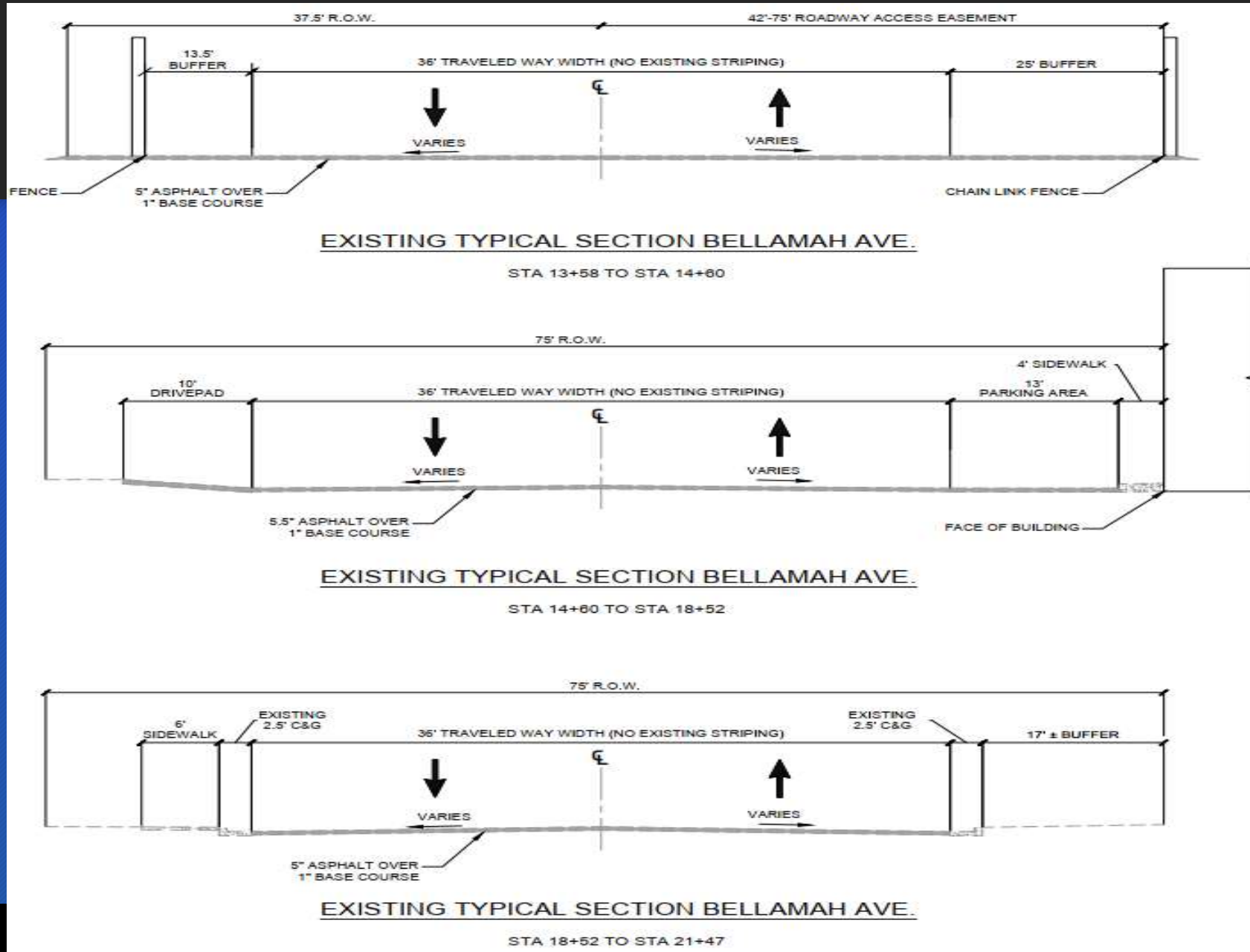


Project Description/Purpose

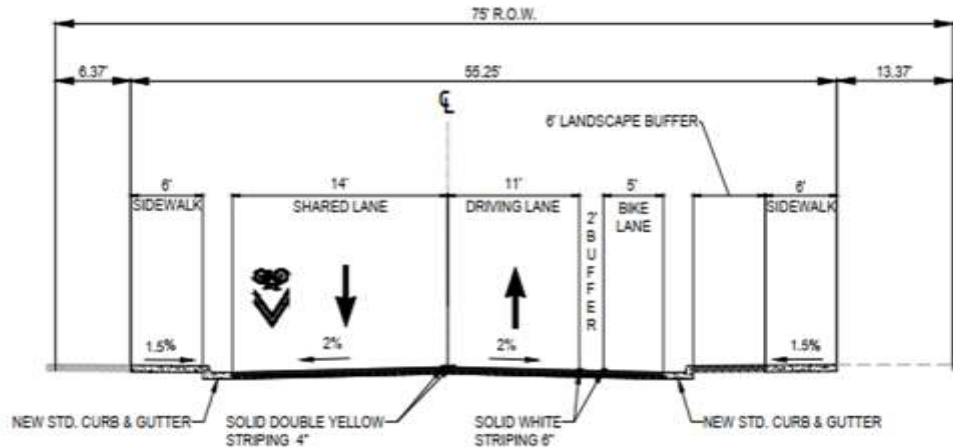
- Extension of Bellamah Avenue, Lumberton Drive to 12th Street
 - Improve physical deficiencies in corridor
 - Albuquerque & Bernalillo County Comprehensive Plan
 - Promote connectivity
 - Direct growth and development in the Sawmill District
 - Complete Streets Ordinance
 - Dedicated bike infrastructure, expanded sidewalks, traffic calming
 - Funding for construction not yet identified



Existing Typical Sections

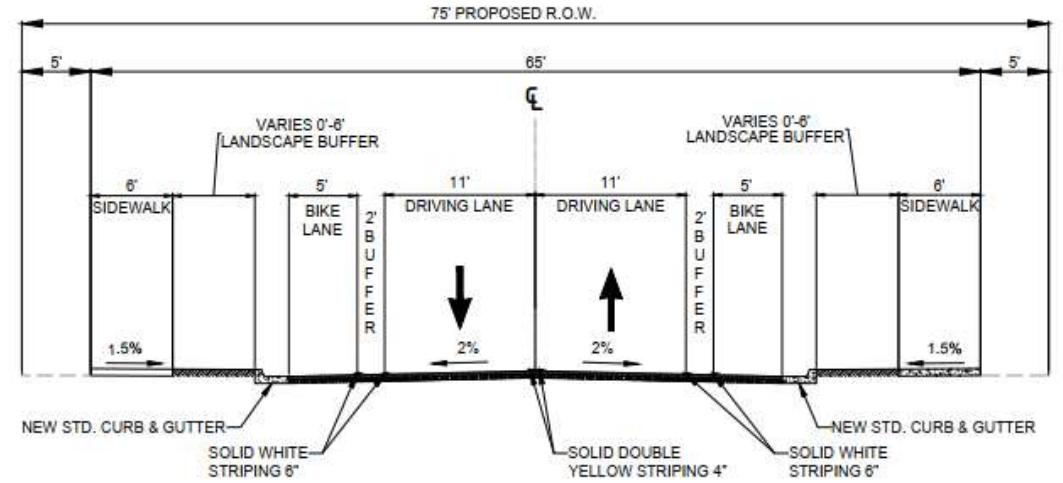


Proposed Typical Sections



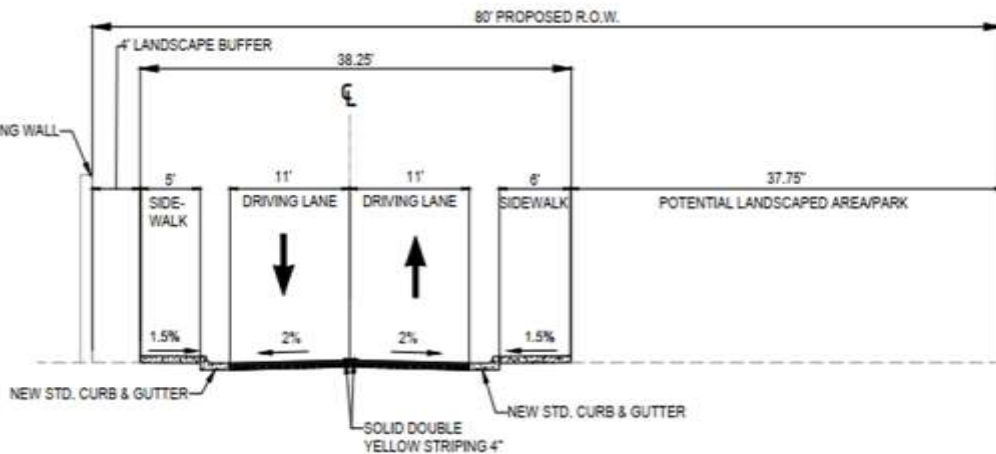
PROPOSED TYPICAL SECTION BELLAMAH AVE. (FACING EAST)

STA 11+55 TO STA 12+82



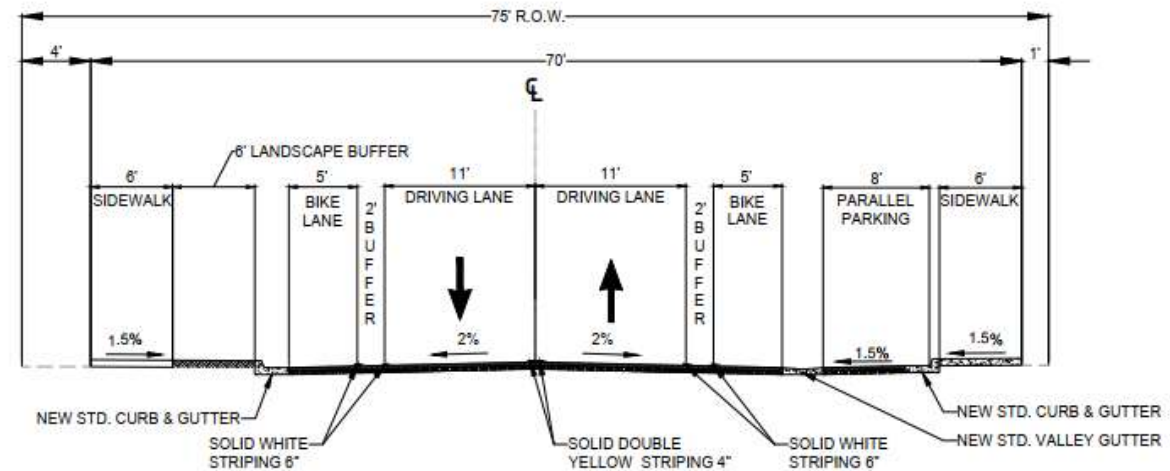
PROPOSED TYPICAL SECTION BELLAMAH AVE. (FACING EAST)

STA 12+82 TO STA 18+13
STA 19+39 TO STA 22+82.73



PROPOSED TYPICAL SECTION SAWMILL VILLAGE PAVED CONNECTION (FACING EAST)

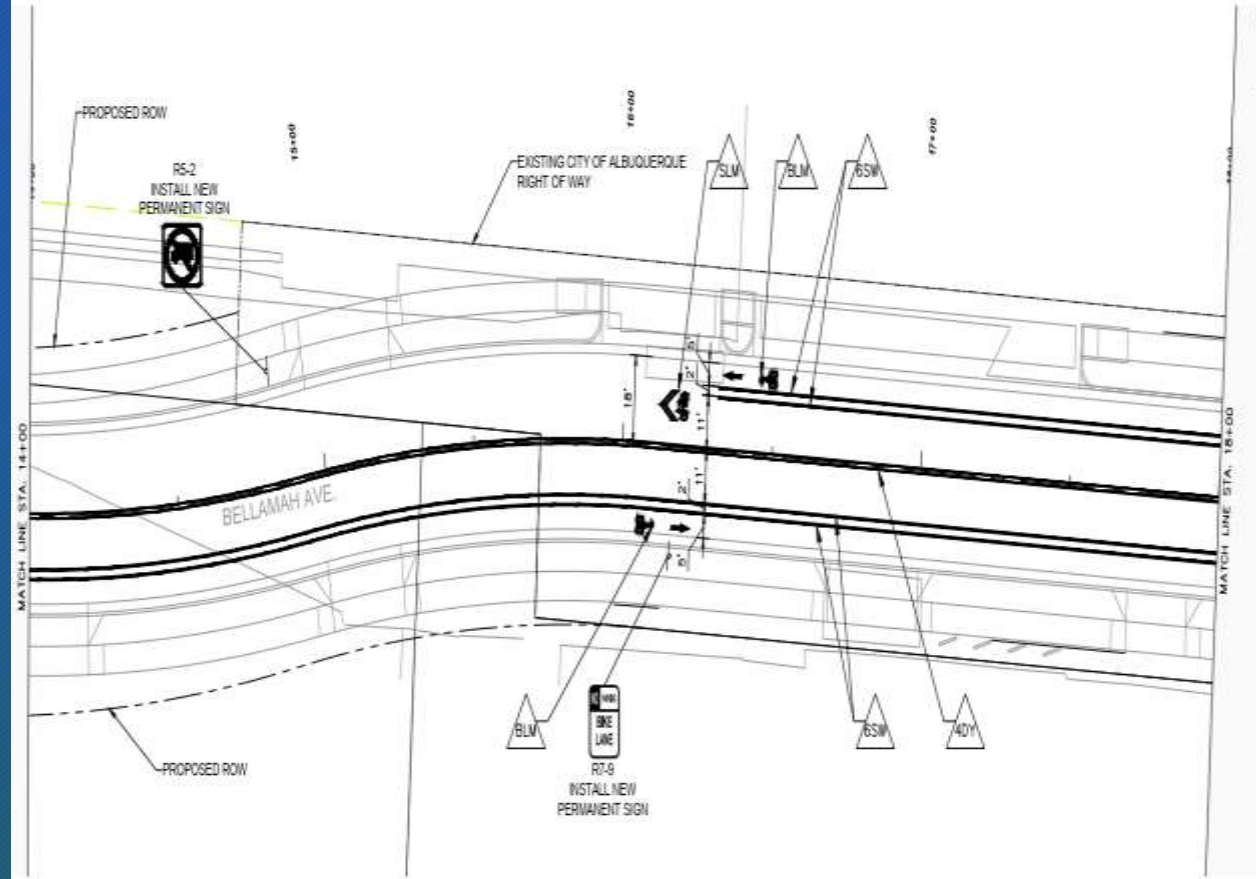
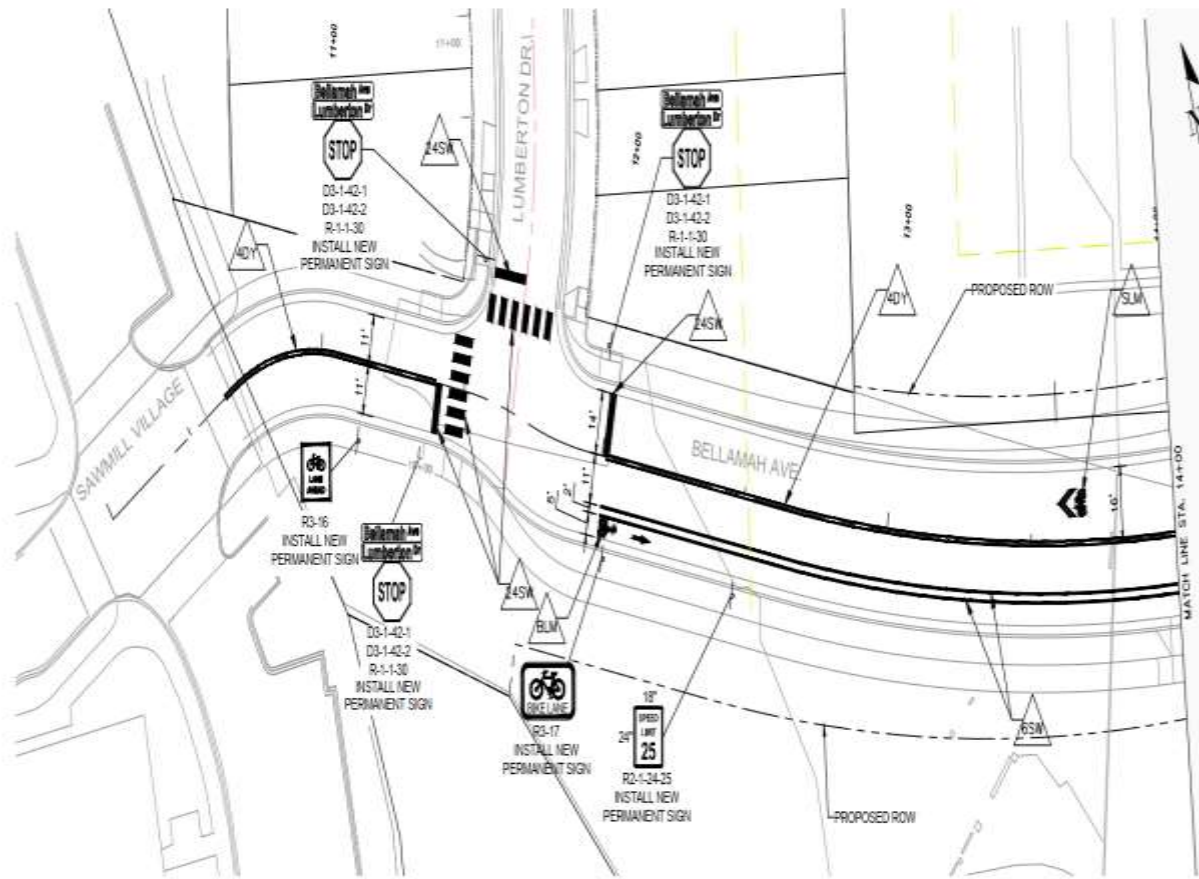
STA. 10+65 TO STA 11+55



PROPOSED TYPICAL SECTION BELLAMAH (FACING EAST)

STA 18+13 TO STA 19+39

Proposed Signing and Striping



Proposed Signing and Striping

