



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

October 17, 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**

- Welcome Mr. Aaron Hill (Youth Representative)

[] 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

[] Aaron Hill
Youth (Under 24)

[] Lanny Toning
Older Adults (over 60)

- **Approval of October 17, 2022 Meeting Agenda**

- **Approval of September 12, 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.

- **Presentations**

- **NMDOT Pedestrian Safety Action Plan implementation & safety requirements from Infrastructure Investment and Jobs Action (IIJA)** – Rosa Kozub, AICP, Multimodal Planning and Program Bureau Chief and Jason Coffey, Highway Safety Improvement Program (HSIP) Coordinator, New Mexico Department of Transportation (NMDOT)
- **Avenida Cesar Chavez/Dolores Huerta Bikeway Evaluation** – Clare Haley, Transportation Planner, Bohannon Huston

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- **Regulating Electric Bikes (E-Bikes) in New Mexico** - Susan Gautsch, Bike ABQ & Free to Roam E-Biking

- **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:** Approval of 2023 Meeting Calendar (attached)

- **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:** November 14 2022, 4 – 6 pm
- **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)
Debbie Bauman (DMD)
Tara Cok (MRCOG)
Valerie Hermanson (DMD)
Albert Lee (Sustainability)
Julie Luna (Bernalillo County)
Jill Mosher (NMDOT District 3)
Cheryl Somerfeldt (Parks and Rec)
Seth Tinkle (Planning)

Visitors Present

Denise Aten, BHI
Gabriel Baca
Jason Coffey (NMDOT)
Dianne Cress (Bike ABQ)
Susan Gautsch (Bike ABQ / Free to Roam E-biking)
Clare Haley, BHI
Rosa Kozub (NMDOT)
Steve Pilon (Bike ABQ)
Rene Quiroz
Peter Rice (Downtown ABQ News)
Aaron Sussman (Toole Design Group)
Omar Villezcas (T4B)
Ralph Wrons (Bike ABQ)

Richard Meadows called the meeting to order at 4:03 pm

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Dan Jensen comment: Currently in hospital and is the result of what can happen because the city doesn't always maintain its bicycle facilities in the best of conditions. Hit a heaved up bit of pavement due to tree roots at the Alameda Open Space on Tuesday morning and fell and cracked his pelvis. Made note of importance of trail maintenance and that root heaves may seem minor but can be significant hazards to the public. Sharing his experience since this group talks and is working toward better bike/ped safety.

Richard Meadows: Hopes that Dan is on the mend and that we really appreciate him participating in tonight's meeting and sharing his experience. Wishing Dan a speedy recovery.

Approval of October Meeting Agenda

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

Approval of September Meeting Minutes

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

Public Comments (2-minute limit per audience member)

- Ralph Wrons: Sharing public comment on behalf of himself and not Bike ABQ. Comment about sharrows. Has seen sharrows on the Silver Bike Blvd and on other bike route and on Pennsylvania just south of Comanche. Feels that they are confusing and that they are misapplied and give people who bicycle a false sense of security. Drivers do not know what they mean. Thinks they can be great for wayfinding on 25 mph, low volume local streets but they are unsafe on collectors. Would like the city to work with MVD to make it more widely known to motorists and people who bicycle besides what is on the 2022 bike map.
 - Lanny Tønning: Doesn't have any questions but speaks to long standing wish for GAATC to send letter to the city and have the city send a letter to the legislature asking for a bicycle awareness component be put in the driver's education program before a person can get a license.
 - Richard M: GAATC passed a resolution a few months ago directing the city to work with the state on better education. Lanny, you might not have been at that meeting but it is in process.
 - Dan J: Doesn't think sharrows aren't bad on lower speed streets, but agrees that more education is needed. It's another example of how the city is inconsistent with markings which is confusing to both bicyclists and drivers. Some roads with sharrows have a sign that says "May Use Full Lane" and other don't. For example, on Mountain there are signs that bicyclists may use full lane. Agrees with Ralph's comments that they're inconsistent and confusing.
 - Aaron Hill: Agrees they provide a false sense of security and has seen them placed on collectors or larger. It feels like an excuse to not put in more proper protection for bikers such as barriers of some sort.
 - Richard M: Maybe this is an item for more discussion at a future meeting such as how are sharrows applied and signage used. I know some of the current sharrows are based

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on older standards and may not be placed in the same locations based on the new standards. Also, as signs are replaced, perhaps they are replaced with the “May Use Full Lane” sign, which is the new standard.

- **Presentations**

- **NMDOT Pedestrian Safety Action Plan implementation & safety requirements from Infrastructure Investment and Jobs Action (IIJA)** – Rosa Kozub, AICP, Multimodal Planning and Program Bureau Chief and Jason Coffey, Highway Safety Improvement Program (HSIP) Coordinator, New Mexico Department of Transportation (NMDOT)

Rosa Kozub: Rosa’s colleague Shannon Glendenning presented to GAATC when they were developing the Pedestrian Safety Action Plan (PSAP). Here to provide a quick update on the implementation of the PSAP.

Background: NMDOT pursued creation of this plan since New Mexico is number one for pedestrian fatalities the past few years. Prior to that NM would be second or third and this has been a trend for the past ten years. In order to come up with a clear set of action for the Department to pursue to move this trend in the other direction.

Plan has a five year framework, with 40 distinct actions that are within seven categories. Will not go over all the actions but will review what’s complete or potentially underway. Review the full plan: walksafenewmexico.com

Actions complete or substantially underway:

- Research and purchase pedestrian count tools (short term only, so far)
- Collect pedestrian infrastructure data as part of next LiDAR data collection effort: every few years the department completes a big data collection effort for things such inventory and condition of assets
- Continue conducting trainings for Law Enforcement on the Uniform Crash Report: the way data is reported is very important for analysis and also state-to-state comparison
- Distribute proactive safety messages to media (ongoing) – will probably see messaging when it’s back to school or coming out soon for Halloween. Anytime there is an event with more pedestrian activity, like to ping the media. An opportunity for pedestrian safety messaging
- Statewide driver education campaign: more expansive rollout of Look For Me in targeted locations: There are newer radio ads, which she has heard in Santa Fe over past few months
- Training for NMDOT engineers on pedestrian safety infrastructure added to NMDOT Design Manual (underway through March 2023)

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Actions started:

- Consider pedestrian-involved crash data and equity in project prioritization: integrated into several programs but not quite all of their programs yet
- Research and develop a methodology for determining pedestrian volumes (current, future, latent) – submitted to Research Bureau for consideration
- Updates to drivers' education curriculum: understands this committee is interested in this item. At this point found out that a majority of the driver's education in NM schools use private curriculum. State has a curriculum but there is no requirement that it's used. Currently working on a supplement to the curriculum with the Traffic Safety Division that would be for instructors to help them and includes talking points/information related to pedestrian safety. It's very complicated so unsure of the process or how it's approved but trying to navigate
- Process to institutionalize Complete Streets (FFY23 RFP): Jason will be talking more about the current transportation bill and it is also included in there
- Create Pedestrian Safety Task Force
- Explore possibility of dedicated HSIP funding for pedestrian improvements: Jason will also be talking about this specifically. The federal legislation aligned with this plan, which is great
- Discussions underway re. installation of Pedestrian Hybrid Beacons via systemic process:
- Richard M: thank you, Rosa. You all are doing a lot.
- Debbie Bauman: For the training for NMDOT engineers you mentioned, are local governments allowed to attend those trainings too?
 - Rosa K: Not at the moment. Currently focusing on training their staff as a starting point to make sure they understand the NMDOT Design Manual. Afterward, this is something they may consider.
 - Debbie B: That makes sense. Would like to ask on behalf of the City of Albuquerque that at such time that it becomes available, we would like to be involved since the City receives a lot of federal funding and most projects involve designing for pedestrians.
You mentioned about trying to influence or share information for the driver education program. Hoping Val and Richard are working cooperatively because perhaps we can influence together rather than working separately.
 - Rosa K: For sure. We've been working with Val and Albuquerque Public Schools to collaborate. Also looking for other institutions or agencies around the state that are also interested in collaborating.
- Aaron Hill: Since the curriculum is private and we can't edit it, are there any standards that the state and the DOT impose for the private curriculum?
 - Rosa K: Unsure how to answer and not sure of the process for approving those curriculums. It's likely that it is probably a national curriculum that's used to have

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relatively uniform information.

- Aaron H: What are some of the design standards?
- Rosa K: Trying to think of where that was mentioned. Maybe related to the complete streets standards and guidance. There are no pedestrian safety design standards in the new legislation and it is not something that is developed nationally but there is a directive for states to develop this internally.
- Dan Jensen: The resolution GAATC passed about encouraging the state to change the curriculum is sort of pointless because it turns out that the state doesn't control that. It seems odd that the states can't have more control over how they expect their drivers to be trained. Second comment and unsure if there's an answer. Since speed is a factor in so many pedestrian issues and we have so many high speed areas where there can and should be pedestrians. Wondering how we move from trying to move as many cars as fast as possible to moving cars at the safest speed possible.
 - Rosa K: FHWA working to develop alternative models looking at speed limit setting. One of them is called USLimits2. Typically, speed limits set using 85th percentile, which is reactive. There is an action in the plan to look at speed limit methodology but they have not started this yet.
- Richard M: Any other committee members have questions? If it's OK with the committee, there is someone from the public with a question? Steve, go ahead.
- Steve Pilon: Thank you to NMDOT representatives for addressing a lot of these issues and complete streets. We have been talking about need for complete streets on state roads. Flabbergasted that the curriculum at the driving schools isn't regulated. There seems to be confusion about what constitutes an intersection and a mid-block crossing. Wondering if there was any clarification from NMDOT or whether the driving school curriculum is providing the correct information because has heard a lot of different definitions depending on who he was talking to. Also, have the format of this meeting changed?
 - Richard M: Yes, we are running the meetings differently and formally.
 - Rosa K: Regarding driver education wants to clarify that she is not the expert on this and not something that she works on at NMDOT. Had asked colleagues for information and relaying that information. Also, does not have the definitions for intersections/mid-block crossings in front of her, so unsure if there are specific definitions in the state statutes. Knows that it is challenging to have a uniform understanding – particularly in crash reports/completing them consistently. Only able to continue to provide education and try to work toward a common understanding.
 - Jason Coffey is going to provide the second half to the presentation.

Jason Coffey is the Technical Unit Supervisor for the Multimodal Planning and Programs Bureau. The Highway Safety Improvement Program (HSIP) and Freight planning is on his side of the bureau. They also work on the technical side of things such as functional classification work and census related boundaries or anything related to the census. Anticipate receiving data related to urban boundaries soon and working on that over the winter. Here today to talk about the safety requirements from the

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Infrastructure Investment and Jobs Act (IIJA). Specifically, talk about the vulnerable road user (VRU) special rule and then about the VRU safety assessment.

IIJA created a new special rule for HSIP through the VRU special rule, which applies to States when 15% or more traffic-related fatalities are vulnerable road users. VRUs are defined by the Fatal Analysis Reporting Systems (FARS), which is managed by the National Highway Traffic Safety Administration (NHTSA). FARS is the official government record of fatalities. There are specific codes associated with FARS, so in this case, VRUs are bicyclists, pedestrians, persons using mobility assistive devices.

The most recent FARS data available is for 2020 because there is about a two year data lag. The determination was made of 2020 data for FHWA to tell States whether they are subject to the special rule or not. FHWA determined New Mexico to be subject to the vulnerable road user special rule in FY 2023. About 32 states are also subject to this rule.

NM's VRU fatality rate is 22% and NMDOT is required to obligate about \$4.2 million on VRU safety projects in FY2023, but please note they have not received the final amount by FHWA. Won't know the official amount until the final guidance come out.

If all the funds cannot be obligated in FY 2023 then the remaining balance must be obligated in the next year.

We are also required to conduct a VRU safety assessment, which is designed to identify locations with high numbers of VRUs and then program the special rule funds in those areas. State of NM is already moving in the right direction since they have the Pedestrian Safety Action Plan, so this is good timing for helping to define where funds can be spent and will link well with existing planning processes and plans.

Final guidance expected 11/15/2022.

Legislation also stated that the VRU safety assessment must be updated on the same cycle as the State's Strategic Highway Safety Plan (SHSP), which are updated on a five year cycle. Anticipates NMDOT releasing RFP for both VRU safety assessment and SHSP update in November 2022.

This first year is challenging because the VRU Safety Assessment will guide where NMDOT can program the VRU special rule funds, but the rule is already in effect and final guidance has yet to be issued.

- Richard M: Thank you, Jason. We definitely will want an update on this as you move forward.
- Debbie B: Thank you, Jason. Has a question as local government. As you probably know, trying to obligate money in 2023 will be tough because of all the requirements local governments go through in that process. Wondering if there is a difference between what Jason is talking about with VRUs and the HSIP criteria or if it's another element?
 - Jason: It's another element to the HSIP criteria. His understanding is the intent is to push States to do more specific planning/programming around safety of VRUs. NMDOT

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has made significant process in these areas as part of the HSIP, so the eligibility that applies to HSIP funds will still apply to these VRUs. Understands it's a challenging timeline and hopefully over time they can develop a process with tribal and local public agencies.

- Debbie B: How far out is the HSIP programmed out? Hasn't seen a call for projects recently.
- Jason C: There hasn't been a recent specific call for projects for tribal and local public agencies. Over the last several years, they have been working to program funds to follow through on road safety audits (RSAs) that were done over several years. Prior to the program coming to the Planning Division for oversight, there was a bit of a transition period. With COVID, staffing/capacity issues has meant they have been focusing on clearing out/completing the list of project identified through plans and RSAs. They have done a good job of clearing the queue and anticipate with the new SHSP will be a more clearly defined tribal and local public agency process to apply for HSIP funds. However, if you have project ideas, he would be happy to find a time to talk through those because there may be room for projects in the outer years of the current State Transportation Improvement Program (STIP).
- Dan J: Had more of a comment about when thinking about Rosa's part of the presentation related to police reports and understanding issue with police reports. This made him think that even though our public facilities are viewed as recreational, they are both. But when accidents happen on a multi-trail and someone calls 911, the police are **not** automatically dispatched. They would be for an automobile crash and shows how bicyclists are viewed by the city and by our public safety officials.
Needs to leave the meeting early. Is there anything they are voting on? If he leaves, will there still be a quorum?
 - Richard M: Will be voting on the 2023 meeting schedule. If Dan leaves, GAATC will still have a quorum.
- Richard M: Any questions from Committee members?

There were none.

- Richard M: Any questions from the audience?

There were none.

- **Avenida Cesar Chavez/Dolores Huerta Bikeway Evaluation** – Clare Haley, Transportation Planner, Bohannon Huston

Clare Haley: Evaluation is looking at adding bicycle facilities to Avenida Cesar Chavez/Dolores Huerta. The roadway changes names through the corridors, so for this presentation, will be referring to the corridor as Avenida Cesar Chavez.

Project extents: River to Yale Blvd, which is about 2.5 miles

Project is a very high level planning study to look at existing conditions, identify feasible alternatives to driving along the corridor, and opportunities to improve safety and connectivity for bicyclists. Study

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is focused on bicycling but recognizes there are pedestrian safety issues too, so where biking/walking intersect, project will look at improvements for both. Also, important to note that a lot more planning and engineering work would be required before implementing anything.

The corridor changes throughout the study area, so this study broke the study corridor into five different segments. There are also many constraints to improving bicycling facilities: crossing the river, crossing the railroad tracks, and crossing the interstate.

There are many opportunities because of nearby bicycle and pedestrian improvement projects in the last few years and several upcoming projects. For example, Bernalillo County received federal funding to build a bike/ped bridge across the river. They have already been making many bike/ped improvements just west of this river crossing.

The City also made some recent pedestrian improvements along 2nd Street. Also, the Williams Street bike route and improvements. And of course, the Albuquerque Rail Trail, which is funded and in design.

Currently, some sections are designated as a bike route, which not an appropriate designation given the high traffic volumes and speeds. Other sections have a wide shoulder but overall there is very little designated bicycle infrastructure.

Segment 1: bridge to 8th Street. Has four vehicle through lanes, a raised concrete median, sidewalks on both sides of the bridge, as well as five foot shoulders for bicycling. Likely not comfortable for most bicyclists who are not comfortable on high speed/high volume roadways.

Segment 2: from 8th Street to 3rd Street. A lot of auto-oriented businesses and also adjacent to the National Hispanic Cultural Center. Serves as a gateway to the Barelmas community but most would not know this based on existing conditions. Missed opportunity for enhancing walkability given this is a walkable vibrant community. Study looking into potential recommendations to address this. Four to five general purpose lanes with six to seven total lanes. Raised concrete median. No bike ways but there are sidewalks on both sides of the street.

Segment 3: 3rd Street to Broadway. This is where the bridge crosses over the railroad tracks. Bridge has a narrow shoulder (approx. 4.5') that people can bike in, but it's not comfortable especially when bicycling up the grade of the bridge. Four to six lanes and sidewalks just on the north side of the roadway.

Segment 4: Broadway to I-25. Really challenging segment. Seven total lanes. Five to six general purpose lanes depending on which portion. No bikeways. Sidewalks on both sides of the street but there are some sidewalk gaps. There are also many utility obstacles blocking the sidewalk. There are also challenges with right of way. Survey team found that this area was platted two hundred years ago and many of the documents contradict each other, so it is impossible to understand where the City's ROW starts/ends in this segment.

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Segment 5: I-25 to Yale. Character of this segment is really different from the rest of the corridor. There is less development and the roadway opens up into six lanes with left turn lanes throughout. It also has a lot of stadiums for the Isotopes, New Mexico United, and the Pit. There are some sidewalk gaps but there are also sidewalks with a landscape buffer. No bike facilities.

Study also investigated crash data. Some sections of the corridor are on the High Fatal & Injury Network (HFIN).

Corridor is one of the most congested corridors in the region according to the Mid-Region Council of Governments (MRCOG), however, it's important to note this congestion is during peak periods.

Transit: There are some transit routes on the corridor, but it's not a main transit route. There is also a shuttle for Logo Village, which is a housing complex for the University of New Mexico. In the future, there is some planned transit for the area, including bus rapid transit that may have some alignments in the area.

Given constraints, it is not possible to have a uniform recommended bikeway throughout the study corridor. The alternatives analysis identifies potential alternatives for each segment.

- Segment 1/2: There is the proposed bike/ped bridge. Study considering side path or bike lanes.
- Segment 3: bike lanes or it could involve a parallel bike blvd
- Segment 4: parallel bike blvds
- Segment 5: Separate bikeway or sidewalk level cycle track or buffered bike lanes

Next steps: Engagement opportunities to get feedback on the alternatives. Refining the alternatives then creating some short and long term recommendations that could potentially be phased in over time. At this time, there is no funding to implement this study.

- Aaron Hill: Speak in capacity as UNM student. If bike lanes were added near Lobo Village, a lot of students would find value in that. Students that live here may have a car but gas is expensive so having the ability to use their bike get groceries or go to campus would be convenient.
- Naomi George: Thanks for the presentation. Agrees with previous comment and would be useful for connecting UNM's campuses and other amenities. Curious about the proposed bike/ped bridge from the County. Is it a new bridge or will it fit onto the existing bridge?
 - Richard Meadows: The County received transportation alternatives program (TAP) funding from the State. The idea is to attach it to the existing bridge. However, would like to let everyone know that they must complete an engineering study before they can proceed. This is to make sure the existing bridge can support the additional facility.
 - Naomi G: If it would be an additional bridge and in terms of thinking about the five zones being different, thinking of the "[Wiggle](#)" in San Francisco, which sort of has a path with branches in/out of the main pathway for bicyclists. Reminded of that here where it transitions potentially from bike route to protected or buffered bike lane, etc.

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- Wondering to what extent both the user experiences and financially trying to be contiguous across the zones is a feature that you're seek to get out of this plan?
- Clare H: Great question and most of the alternatives are defined by constraints along the corridor. A lot of it is what is feasible and what could be done. It will be important to providing a consistent level of comfort throughout the corridor but it might not necessarily mean the same facility type throughout the corridor.
 - Richard Meadows: Noticed the way the street is designed in some segments with medians at every block or side street. Wondered if that is necessary or if they can be narrowed to fit in other bikeway facilities on street? But left at major intersections such as Broadway or the interstate.
 - Clare H: Narrowing the medians will provide not enough space to add bike lanes. A later phase of engineering will look at access control issues. For now they looked at how to squeeze a bike lane in, but it would require removal of both right turn lanes. This would be difficult at the interchange from an operational standpoint.
 - Richard M: Hopefully at some point this interchange will be replaced and there can be consideration for adding bike facilities.
 - Ryan Mast: Thanks for presentation. Echo other comments about it being an opportunity to connect these areas. Also if done well through increasing level of comfort and providing greater amenities to existing bicyclists, it can reduce game day congestion by encouraging people to use other modes. Agrees it will have to be a variety of solutions depending on the segment and there is not one way to move forward in terms of solutions for the entire corridor. Is there funding or sufficient funding? Sufficient funding to include appropriate signage to guide people along with the changes throughout the corridor because it could be confusing to navigate.
 - Clare H: This is a very early phase in the planning process. No funding has been identified for implementation. However, the report can recommending wayfinding be included to enable people to navigate the corridor and the changes in the facilities depending on the segment. As far as where this study sits, there are many other phases needed before a specific project and associated funding could be identified.
 - Aaron Hill: Have you already or do you intend to study adjacent land uses to the corridor?
 - Clare H: Good question. Completed an analysis on the Centers and Corridors from the Comprehensive Plan. There is the National Hispanic Cultural center, which believes overlaps with a few future transit corridors associated with the bus rapid transit (BRT) study. Also completed an analysis of property ownership because some of the alternatives would require some sort of right of way acquisition. Did this as a way to see if an alternative would be feasible or not.
 - Richard M: Thanks, Clare. We hope to hear more once the study is finalized.

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- **Regulating Electric Bikes (E-Bikes) in New Mexico** - Susan Gautsch, Bike ABQ & Free to Roam E-Biking

Susan Gautsch: Last year worked with Senator Sedillo Lopez on SB369 for E-Bike legislation in New Mexico. It never made it to the floor. The legislation is based on the framework from People for Bikes, which identifies three classes:

- Class 1 / Class 2 – no boost past 20 mph
- Class 3 no boost past 28 mph.
- All have pedal assist

This is the generic classification that has been in place for a number of year in other states. New Mexico is one of three states without this definition, so as an owner of an e-bike company, this is very important. Important to note that e-bikes remove barriers for people who may be adverse to cycling because of headwinds, hills, or arriving somewhere too sweaty. See that the biggest demographic for people purchasing e-bikes are those that are 55 and older and not the traditional “spandex” people. Safety is the #1 concern with any type of classification.

Understanding is that the City of Albuquerque is already working on something that may be a different definition. Wants to coordinate with the City and ensure both the State legislation and City definition are complementary.

- Cheryl Somerfeldt: From what she understands, there is Council legislation which will define the classes and certain classes will not be permitted on Open Space trails. How do you feel about that going forward?
 - Susan G: Thinks this is a wise move. What is included with Open Space?
 - Cheryl S: The way it is written, it states Open Space trails that are managed or co-managed by the City’s Open Space Division/Parks and Recreation maintenance crew.
- Susan G: In Santa Fe they are receiving push back from the Police Department. Anything higher than 28 mph is considered a motor vehicle which would require registration, which bikes do not have. Concerns over whether they can enforce. Is there the possibility of enforcing this?
 - Cheryl S: For multi-use trails there is not regular enforcement presence. If they’re on a public street or sidewalk, there is more likely to be a police presence or for example if someone is acting erratically then they would be able to stop them.
- Susan G: Would like to work on this legislation with the City so that we are all on the same page along with other cities and communities throughout New Mexico.
 - Cheryl S: Collaboration is in everyone’s best interest, however, is new to this process and not familiar with it. Recommends reaching out to Shanna Schultz from Council, who is working the City’s legislation. Had reach out to Shanna before this meeting but did not receive a reply. Unsure of where in the City’s process the draft legislation is because it will go before several committees before it reaches Council.
 - Richard M: It would be good for Shanna to also bring this to GAATC.

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- **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)

No meeting time remaining for this item

- **ACTION:** Approval of 2023 Meeting Calendar (attached)
Ryan Mast (*motion*); Naomi George (*second*) –
Yes: Ryan, Lanny, Naomi, Josiah, Richard, Aaron.
Had to leave meeting early: Dan

- **Staff Reports**

- Richard M: We do not have enough time for staff reports. Does anyone have anything important?
- Debbie B: Wanted to quickly mention the City of Albuquerque is hosting two public involvement opportunities for the Unser Blvd and Paseo del Norte Widening Projects:
 - October 12, 2022 – 10:00am to 5:00pm Public Open House at Don Newton-Taylor Ranch Community Center 4900 Kachina St. NW, Albuquerque
 - October 19, 2022: Noon to 2:00 pm and 5:30 to 7:30 pm Don Newton-Taylor Ranch Community Center 4900 Kachina St. NW, Albuquerque
 - The Public Information Meeting is also available to attend via Zoom or dial in. To request digital meeting link: contact Patti Watson at pattiw@cwastrategic.com or 505-245-3134
- There is quite a bit of misinformation about this project going around about what kind of bike and ped improvements are being included in this project.
 - Richard M: Thanks, Debbie. I really encourage people to go to the meeting. I saw the presentation, and I think you'll be pleasantly surprised when you see what's being included with the project.

- **Next Meeting:** November 14 2022, 4 – 6 pm

- **Adjourned at 6:02 pm**

Next Meeting: Monday, November 14, 2022

NMDOT

A photograph of construction workers on a site, wearing hard hats and safety vests, working on a concrete structure. The image is partially obscured by a large blue V-shaped graphic element.

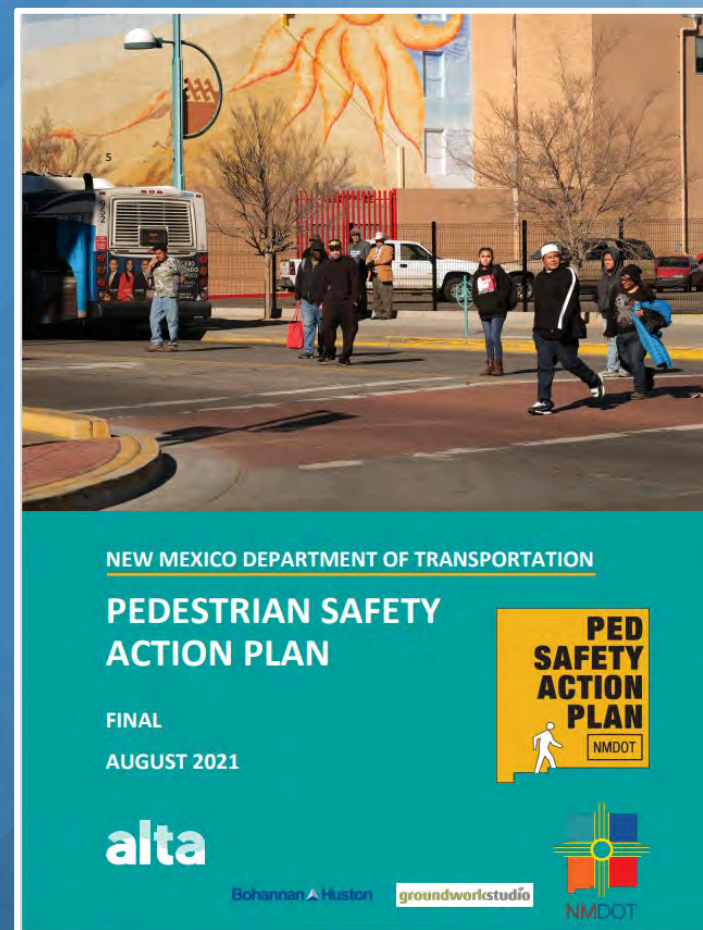
Pedestrian Safety Action Plan: Implementation Update

Greater Albuquerque Active Transportation Committee
October 17, 2022

Rosa Kozub, AICP, Multimodal Planning & Programs Bureau Chief

Background

- In August 2021 NMDOT adopted its Pedestrian Safety Action Plan (PSAP)
- 5-year framework of actions for NMDOT to undertake to reduce the number of pedestrian fatalities and serious injuries
- Over 40 distinct actions, which fall into 7 categories:
 1. Data, Analysis and Evaluation
 2. Driver Education
 3. Pedestrian Outreach Program
 4. Highway and Traffic Engineering
 5. Law Enforcement and Emergency Services
 6. Communication
 7. Planning and Legislation



Implementation Update

Actions complete or substantially underway:

- Research and purchase pedestrian count tools (short term only, so far)
- Collect pedestrian infrastructure data as part of next LiDAR data collection effort
- Continue conducting trainings for Law Enforcement on the Uniform Crash Report
- Distribute proactive safety messages to media (ongoing)
- Statewide driver education campaign: more expansive rollout of Look For Me in targeted locations
- Training for NMDOT engineers on pedestrian safety infrastructure added to NMDOT Design Manual (underway through March 2023)

Implementation Update

Actions started:


- Consider pedestrian-involved crash data and equity in project prioritization
- Research and develop a methodology for determining pedestrian volumes (current, future, latent) – submitted to Research Bureau for consideration
- Updates to drivers' education curriculum
- Process to institutionalize Complete Streets (FFY23 RFP)
- Create Pedestrian Safety Task Force
- Explore possibility of dedicated HSIP funding for pedestrian improvements
- Discussions underway re. installation of Pedestrian Hybrid Beacons via systemic process

Questions?

www.walksafenewmexico.com

Rosa Kozub, AICP
rosa.Kozub@dot.nm.gov

NMDOT

A photograph of construction workers on a site, viewed through a large blue downward-pointing arrow shape. The workers are wearing hard hats and safety vests, and are working on a concrete structure. One worker in the foreground is leaning over a wooden form, while others are visible in the background. The scene is outdoors with trees and a clear sky.

Safety Requirements from Infrastructure Investment and Jobs Act (IIJA)

Greater Albuquerque Active Transportation Committee
October 17, 2022

Jason G. Coffey, Technical Unit Supervisor
Multimodal Planning and Programs Bureau

Safety Requirements IIJA

- The Infrastructure Investment and Jobs Act created a new special rule for the Highway Safety Improvement Program (HSIP).
- The Vulnerable Road Users (VRU) special rule was created.
- This is in addition to the existing High Risk Rural Roads and the Older Drivers and Pedestrians special rule.
- The VRU special rule applies to states when 15% or more of fatalities are vulnerable road users.

Safety Requirements IIJA

- VRUs are defined based off FARS codes and focuses on pedestrians, pedal cyclists, and people using mobility assistance devices.
- FHWA made the determination based off Fatality Analysis Reporting System (FARS) fatality data from 2020.
- FHWA determined NM was one of the states subject to VRU special rule in FFY23.
- NM's VRU fatality rate is 22% and NMDOT is required to obligate about \$4.2 million on VRU safety projects. We won't know the official amount until the final guidance come out

Safety Requirements IJA

- Due to the VRU special rule being in effect, 15% of the annual HSIP apportionment amount must be obligated for VRU safety projects. NM's HSIP apportionment is about \$28 million annually. This puts the VRU special rule amount at about \$4.2 million in FFY23.
- If all the funds cannot be obligated in the first year (2023) then the remaining balance must be obligated in the next year.
- A major element of the of the new VRU special rule is the requirement for state DOTs to conduct a VRU Safety Assessment.
- The VRU Safety Assessment must identify locations with high numbers of vulnerable road users and program the special rule funds in those areas.

Safety Requirements IJA

- The existing United States Code says:

The VRU Safety Assessment shall include:

- a quantitative analysis of vulnerable road user fatalities and serious injuries that:
- Includes data such as location, roadway functional classification, design speed, speed limit, and time of day.
- Considers the demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age.
- Identifies areas as 'high-risk' to vulnerable road users;
- a program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk.

(23 U.S.C. 148(l)(2))

Safety Requirements IJA

- Final guidance from FHWA on the VRU Safety Assessment is due to be released 11/15/22.
- VRU Safety Assessments from states are due to FHWA 11/15/23.
- VRU Safety Assessments are then to be updated on the same five-year cycle as the Strategic Highway Safety Plan (SHSP).

Safety Requirements IJA

- NMDOT will issue an RFP for the VRU Safety Assessment and for development of a new SHSP. The RFP should go out next month.
- This first year is challenging because the VRU Safety Assessment will guide where NMDOT can program the VRU special rule funds, but the rule is already in effect and final guidance has yet to be issued.

Thank you!

Contact Information

Jason G. Coffey, Technical Unit Supervisor
Multimodal Planning and Programs Bureau
New Mexico Department of Transportation

jason.coffey@dot.nm.gov

505-469-7491

Questions?



Open House and Public Meeting

Unser Boulevard and Paseo del Norte Widening Projects

Control Numbers: A300304, A300305,
A300261, A300262

City of Albuquerque Project Numbers: 7050.07 and 7050.06



The City of Albuquerque is pleased to announce that plans for both the Unser Widening Project and the Paseo del Norte Widening Project are advancing and ready to present to the public. These projects have long been in development and through a combination of local funding, State capital outlay appropriations as well as federal funding from the Federal Highway Administration and the New Mexico Department of Transportation, the City now has sufficient funding to design and construct the first priority portions of the projects.

30% design plans will be available for public review for both Unser and Paseo for the full corridors. The first construction project will be a combined project: Unser will be constructed from the intersection with Paseo del Norte up to Paradise and Paseo del Norte will be constructed from Calle Nortena through the Unser intersection. A map showing this area is provided on the reverse side of the notice. The cost of the combined projects is \$45M.

Constructing the combined priority project is expected to be less intrusive on the traveling public during construction and will result in congestion relief upon its completion. The City will continue to work to identify additional funding for the remaining phases of the projects in order to complete the full corridors.

The design for both Unser and Paseo del Norte include the addition of travel lanes, median, storm drain improvements, bicycle/pedestrian and multi-modal improvements, signals, ITS, and lighting. Plans and project materials as well as renderings of the projects will be available during the public open house and public meetings and project team members will be available to answer questions and respond to comments.

MEETING DATES and LOCATION

October 12, 2022 – 10:00am to 5:00pm Public Open House at

Don Newton-Taylor Ranch Community Center
4900 Kachina St. NW, Albuquerque

October 19, 2022: Noon to 2:00 pm and 5:30 to 7:30 pm

Public Information Meeting at
Don Newton-Taylor Ranch Community Center

The Public Information Meeting is also available to attend via Zoom or dial in. To request digital meeting link: contact Patti Watson at pattiw@cwastategic.com or 505-245-3134

ADA: To request ADA-related accommodations, language translation, and meeting assistance for the meeting, contact Eric Johnson at (505) 697-1985 at least two days before the meeting.



Comments: Verbal and written comments will be accepted at the open house and public meetings. Written comments will be accepted up to November 2, 2022 and can be submitted to:

Patti Watson
 CWA Strategic Communications
 10400 Academy Road NE, #340
 Albuquerque, NM 87111

phone: (505) 245-3134

email: pattiw@cwastrategic.com



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC)



Greater Albuquerque Active Transportation Committee 2023 Meeting Schedule Meeting Time: 4 – 6 pm

January 9

February 13

March 13

April 10

May 8

June 12

July 10

August 14

September 11

October 16 (moved one week for Indigenous Peoples' Day on Oct. 9)

November 13

December 11