



Tim Keller, Mayor

# Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

December 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

[ ] Aaron Hill  
Youth (Under 24)

[ ] Lanny Toning  
Older Adults (over 60)

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

- **Approval of November 14, 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:** ABQ RIDE Trainer – bus driver training related to interactions between buses, people walking, and people bicycling
- **Action:** Selection of new GAATC Chair

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- **Presentations**
  - **Santa Barbara-Martineztown Mountain Road Roundabout**, Bridgette Garrett, Department of Municipal Development, City of Albuquerque; Dan Sims and Andrew Sutliff, P.E., WSP
  - **Louisiana Blvd Vision Zero project**, Carl Vermillion, P.E., PTOE, RSP1, Bohannon Huston, Inc. (BHI)
- **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:** January 9, 2023, 4 – 6 pm
- **Adjourn**

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### **Committee Members Present**

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

### **Committee Members Absent**

Nevarez (Navy) Encinias  
Aaron Hill  
Ryan Mast (Vice Chair)

### **Staff Members Present**

Tim Brown (DMD)  
Keith Campos (ABQ RIDE)  
Tara Cok (MRCOG)  
Bridgette Garrett (DMD)  
Valerie Hermanson (DMD)  
Albert Lee (Sustainability)  
Eugene Lujan (ABQ RIDE)  
Jennifer Morrow (DMD)  
Jenae Robertson (TYLin)  
Cheryl Somerfeldt (Parks and Rec)  
Whitney Phelan (CABQ Planning)

### **Visitors Present**

Dianne Cress (Bike ABQ)  
Steve Pilon (Bike ABQ)  
Ben Garland (Transit Advisory Board)  
Marcos G (WSP)  
Andrew Sutliff (WSP)  
Clare Haley (BHI)  
Carl Vermillion (BHI)  
Dan Sims (WSP)

**Richard Meadows called the meeting to order at 4:09 pm**

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### Approval of December 12, 2022 Meeting Agenda

Dan Jensen (*motion*); Lanny Topping (*second*) - *approved unanimously*

### Approval of November 14, 2022 Meeting Minutes

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

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

- Steve Pilon: Thanks to Tim Brown, the crosswalk Carlisle and Mackland went in and cars seem to be stopping when I cross there, so that's a big improvement over what had been there. Wondering if the pedestrian activated cross walk beacon was going to go in anytime soon, and if there was any idea when we would be getting the crosswalk at Girard and Marble, thank you.
- Tim Brown: The crosswalk at Mackland and Carlisle is kind of phase one. The lead time on the equipment is really long and the City will be installing both the rectangular rapid flashing beacons (RRFBs) and school zone flashing beacons. The school zone flashing beacons will only come on around Jefferson Middle School's bell times. The RRFBs can be actuated 24/7. There is a long waitlist for the equipment, so decided given the heavy use of that crosswalk, it was a good opportunity put it in now. Hoping the remaining equipment will be installed sometime late spring. Regarding the Girard and Marble crossing, it is on the list. We've been fighting the weather but we did prioritize the Carlisle and Mackland location over the Girard and Marble simply because of the presence of school children there. If we get some warm weather, may be able to install, but otherwise it may have to wait until spring.
- Albert Lee: The City's Sustainability Office is holding a community engagement meeting for implementation of our 2021 Climate Action Plan on Wednesday, December 14, 2022, from 5-6pm on Zoom. It's going to focus on transit and visions zero programs, Valerie will be one of the presenters at the meeting: <https://www.cabq.gov/sustainability/climate-action-plan/climate-action-plan#CAP-community-engagement>
  - Richard Meadows: Val, I'm thinking that maybe we should add the Sustainability Office under staff reports because Albert is here nearly every meeting.
  - Val Hermanson: Happy to add that to our agenda.
- Richard meadows: Any other public comments?
  - Val Hermanson: Mr. Chair we do not have further public comment.

### • 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)
  - Richard Meadows: Julie's not here but she did want me to pass along a message for Bernalillo County. She has been in contact with Bernalillo

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County's Operations and Maintenance Director.

He said there were some issues with getting a speed table constructed soon, but in the meantime, he is proposing to replace the signs and add new signs now. Then the speed table would be a separate project later on. I wanted to see if everyone's okay with that. Lanny does that sound good to get that going?

- Lanny Tinning: Yeah any improvements are good improvements.
- **Discussion:** ABQ RIDE Trainer – bus driver training related to interactions between buses, people walking, and people bicycling
  - Eugene Lujan (ABQ RIDE): We have a program with 33 modules in a classroom setting. One module addresses driving around and near bicyclists and the 5 foot rule, and what to do when encountering people in a crosswalk. Things of that nature. After that, drivers have a minimum of 60 hours of drive time before they take the CDL exam. 15 of those hours are in downtown. We go all over the city running route and we take them through neighborhoods and things that don't have anything to do with the route because we do have to take detours sometimes. We put them in those kinds of situations and put them in heavy traffic areas with bicyclists. Training is conducted with Eugene and the other trainer, Mark Warren. When there's a bicyclist coming up we remind them of the 5 foot rule, if there's construction coming up and there's a bicyclist there you have to be able to get over lanes. We're always keeping a safe distance. Those are the hours of training and that's how we provide training for the licenses along with the platform which is about an hour and 15 minutes long. This is before they get behind the wheel.
  - Dan Jensen: Would you say the majority of drivers are trained how to drive around bikes and peds?
  - Eugene Lujan: There's a lot different retraining they're planning to complete. What he just explained is for new drivers. ABQ RIDE has a plan in place to get some retraining for current drivers, but unfortunately they are short staffed. There's various retraining and driving around bicyclists and pedestrians is something they are going to incorporate into retraining. Watching out for pedestrians, pedestrians crossing the crosswalk, and bicyclists, things of that nature. Hopes to complete the retraining in the next 2-3 months for all drivers - whether they've been here 22 years or 2 months.
  - Richard Meadows: That sounds good to me if you're doing that in the next few months.
  - Eugene Lujan: We're going to incorporate it with some of the other training networks.
  - Richard Meadows: Can we go ahead and ask you some questions?
  - Eugene Lujan: Absolutely.
  - Dan Jensen: I don't have a question so much as a comment. I'm glad to hear that you are going to be retraining the drivers on the pedestrian and bicycle awareness and part of the reason for that is obviously buses are sometimes part of a multi-modal plan for some people where you would take a bus for the long haul and take a bike or walk with the short part. I will say that it's

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been my experience on multiple occasions riding on Montano between Coors and the river that the drivers are passing me as I'm bicycling with their wheel on the dividing line between the traffic lane and the bike lane. That's only a 5 foot wide bike lane so clearly the 5 foot rule is not being adhered to. I'm actually the GAATC member who requested this discussion primarily for that reason. We're here to support transit and pedestrians and bicyclists, those are all valid forms of transportation. We need to make sure we are all working together to create a safe environment for all our users.

- Eugene Lujan: Absolutely, I'll tell you what I can do until we're able to go through the retraining with every driver. I just noted it down what you're talking about and we can make our way out and try to see it for ourselves and we can discuss it with those drivers and go over everything with them right away while they are on the bus. We will spend some time in the next couple of weeks out there, see what you're saying and speak with those drivers on the spot. Even if we don't actively see them doing it at that time, we can make everybody aware that is only a 5 foot and there's not a lot of room for error.
  - Dan Jensen: Thank you. It is absolutely terrifying, and I'm an experienced rider, to have a bus when you're on the Montano Bridge with no exit to the right either. What I want to emphasize is my intention here is to not get any drivers in trouble but to help ensure that everybody's safe. It would be a horrible thing for the driver and the city if they were involved in an accident. My intention is just to increase awareness.
  - Eugene Lujan: Absolutely, and that's part of what our retraining is about as well. We want to increase awareness of pedestrian and bicyclists. That's something if what you've experienced is on Montano between Coors and the river we can narrow that down a little bit sooner.
  - Dan Jensen: Yes I appreciate that and of course I'm only talking about my own experience because that's a piece of road that I frequent because it's near my house.
  - Richard Meadows: We appreciate you being with us tonight and maybe come back another time and update us on how the training is going.
  - Eugene Lujan: Absolutely will do.
- **Action:** Selection of new GAATC Chair
    - Richard Meadows: First of all, I wanted to inform everybody on this committee that I, as of tonight, intend to step down as chair. I've been the chair of GAATC for 2 years. Now that we have nearly all of our vacant positions filled, I think it's a good time for somebody else to take on the reins. I'm going to stay on the committee, but I don't intend to be chair anymore. I talked to Dan and he's willing. I'd like to nominate Dan Jensen as the new chair. Ryan Mast is not here tonight, but he said he would like to continue as the vice chair. I need a motion from someone on the committee.
    - Lanny Tanning: I'll second the nomination
    - Richard Meadows: Any discussion before we vote on that? Did you want to say anything Dan before we vote?

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- Dan Jensen: Thank you Richard for your vote of confidence in reaching out to me to ask me to chair this committee. Even though because I'm retired I don't have that much opportunity to use transit or other things like that, I'm primarily a recreational bicyclist, I support multimodal transportation. I'd be happy to work as the chair of this committee, if the committee is willing to grant me that role. Thank you.
- Richard Meadows: We will go ahead and vote.

Nomination for Dan Jensen to serve as GAATC Chair

Richard Meadows (first); Lanny Tønning (second) – approved unanimously

Richard Meadows will finish out this meeting, then Dan Jensen will take over the January meeting as Chair.

### Presentations

- **Santa Barbara-Martineztown Mountain Road Roundabout.** – Bridgette Garrett, Department of Municipal Development, City of Albuquerque; Dan Sims and Andrew Sutliff, P.E. WSP
  - Bridgette Garrett: Thank you everyone, GAATC members, for allowing us to present our project tonight. This is for the Santa Barbara- Martineztown Mountain Road Roundabout. Tonight, we have Andrew Sutliff, Dan Sims, and Marco from WSP to present.
  - Dan Sims: Thank you Bridgette, Andrew is the engineer of record on this project and I am the project manager for WSP. Andrew will start off the presentation talking about existing conditions and then I will follow up with the proposed improvements.
  - Andrew Sutliff: This project is near downtown west of I-25. It's along Mountain Road between Broadway Blvd. and Walter St. and it includes the Edith Blvd. intersection. It is primarily a safety improvement project with the corridor being on the City's High Fatal and Injury Network (HFIN) but will also improve conditions for all roadway users. It will improve traffic operations at the Mountain and Edith intersection and implement complete streets methodology to calm traffic. We aim to improve bicycle connectivity between Broadway and Walter and implement walkable ADA compliant pedestrian facilities. Project includes corridor lighting and pavement condition improvements.
  - Completed alternatives analysis and the preliminary design phase. Currently finalizing 60% construction plans and final design will be completed this coming spring, but there is a significant amount of right of way to be acquired. This is a critical path item for the schedule, so the construction date is still yet to be determined. Design is funded through Capital Outlay. But at this time there is not any construction funding identified.
  - Posted speed limit is 25 miles per hour. The overall corridor exhibits a mixed land use in the area with both residential and commercial properties and

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users adjacent and using the roadway. The existing pavement is extremely wide and the lanes are largely undefined.

- The corridor is signed as a bike route, but the wide roadway encourages high vehicular speeds especially in the westbound direction which is going downhill
- At the Broadway intersection there's wide pavement east of Broadway, but very narrow widths just on the opposite side of the intersection, which makes for challenging crossings for pedestrians and cyclists.
- At the Edith Blvd intersection, there is an existing southwest corner property that is a significant side obstruction for roadway users who are waiting at the northbound stop bar. There a no right turn on red sign mounted, but drivers aren't always compliant in observing those notices and that's not always the easiest to enforce.
- There are various segments of sidewalk that have widths, ramps, driveways, and slopes that don't meet today's design requirements. The existing lighting for both the intersections and the street also don't meet the current city standards and are inadequate for a corridor of this classification.
- The pavement is in poor condition with cracking and there's also many locations that have patchwork maybe due to utility repairs or reconstruction at different times.
- ABQ RIDE bus route 5 travels through this corridor there's 2 eastbound and one westbound stop locations. This route serves users from the Tramway and Montgomery park and ride west through Montgomery/Carlisle and through this area to the downtown Alvarado station. Per the City's Comprehensive Plan, this corridor is designated as a major transit corridor, which further proves that these bus stops are an important aspect for us to consider in the project and helps frame the scope of some of the improvements and design. That's a brief overview of the existing conditions. Dan is going to present about the proposed design considerations and improvements.
- Dan Sims: The MRCOG long range bike system proposed dedicated bike lanes. Currently there are no bike facilities here. On the west side of Broadway there are shared lanes and east of Walter there are dedicated bike lanes. One of the project goals is to improve the connectivity for bicyclists.
- Design constraints is that it's an odd stretch of road being so much wider than what it is on the west and east sides of this corridor. So it's important to align people moving through the corridor so they clearly know where they are supposed to be. Other constraints include the buildings to the south side of Edith are very close to the right of way, so it limits where a roundabout can be placed, which is proposed at Edith. This factor pushed it north where there is a little more room and trying to not impact some of those existing structures.
- There are many places along the corridor where the existing sidewalk is up against some older structures and we are somewhat concerned about removing sidewalk all the way to the edge of the building and possibly causing damage to the structure's foundation. Design will consider

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recommendations to ensure a walkable corridor while also not damaging structure.

- Proposed improvements: Full reconstruction of Mountain Road and the addition of the roundabout at Mountain and Edith. This will require right of way on the north side and possibly some slivers on the south side. The team is still looking at what the current situation is and if there are some existing easements.
  - The addition of bike infrastructure includes the westbound bike lane that as it moves closer to Broadway, merges into a shared lane and matches the west side of the intersection Broadway. Then eastbound will have dedicated bike lanes with buffers and on-street parking in front of the residences. Also will have ADA compliant sidewalks and corridor lighting throughout the project depending on what the use is with residences and industrial mixed in whatever the proper use of lighting will be. Then at the roundabout there are slip ramps on both sides of Edith Blvd. that allows bicyclists either leave the roadway and navigate the roundabout as a pedestrian, or merge into the driving lane and navigate it as a vehicle. 8 ft. minimum sidewalks in the roundabout. Trying to go 9ft or 10ft where there is room and then a concrete crosswalk at the pedestrian crossing to give more awareness to vehicles that there are pedestrian crossings. The roundabout is sized to accommodate a school and city buses.
  - On the Broadway intersection, while we are not going to reconstruct the entire intersection, we are making safety improvements by addressing some of the deficiencies you see on the east side and that includes the curb line realignment at the northeast corner of the intersection. That will help align the motorists and bicyclists, so they are pointed in the right direction and crossing the intersection safely and really defining those lanes which they are not now. We are also reducing that pedestrian crossing width from 65 ft. all the way down to 36 ft. That will be a big improvement there.
- Richard Meadows: At Mountain Road you only cross on the south side, there's no provision across on the north side as a pedestrian, is there a reason for that?
    - Dan Sims: Currently there's not a crosswalk there because of the existing alignment issues. Looking at getting an ADA compliant curb ramp on that northwest corner of the intersection would almost be impossible without narrowing the roadway which there isn't room on that side or we would have to impact existing structures, so we went with the existing condition and provided the crossing on the one side.
    - Richard Meadows: Other questions from our committee members?
  - Dan Jensen: Thank you for a very good presentation. I'm very familiar with this stretch of road. You mentioned the accident statistics - were those broken down by pedestrian and bicycle and vehicle interactions or is it vehicle to vehicle or is it any accident that's happened?

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- Andrew Sutliff: I got these directly from the High Fatal and Injury Network. Val are you able to add any more information to Dan's question?
  - Val Hermanson: This HFIN map is five years of fatal and injury crash data for all roadway users. However, this section and the intersections have specific safety challenges for both pedestrians and bicyclists too.
  - Dan Jensen: So there's problems all across the board
  - Val Hermanson: Correct
  - Dan Jensen: My only comment is this looks like a vast improvement over that wide no man's land between Edith and Broadway which is very confusing.
- Lanny Toning: I'm down there all the time and as far as driving a motor vehicle, if you're heading south by the post office and want to turn right onto Mountain Road, you're going to go up on the curb there every time so if anything that broadens that intersection on the northwest corner is good. I don't know what you do about that building there but it's very hard to make that turn without going into the oncoming eastbound lane on Mountain. If there's bicycles and pedestrians there, they really have to watch out because drivers are trying to make that corner and they're not watching for anything except running head on into a car as they make the turn.
- Richard Meadows: I want to mention to the City I'm happy about the road diet on Broadway, I think that was a smart project to do.
- Ben Garland: Regarding the crosswalks on the roundabout, were raised crosswalks considered and if so what are the thoughts on having raised crosswalks to further slowdown cars as they enter the roundabout and make it safer for pedestrians?
  - Dan Sims: We did not look at raised crosswalks here since it's a single lane roundabout. I've looked at them at multi-lanes where the crossing distance is greater.
- Steve Pilon: I would come down from Indian School and then come down Edith and to make the right onto Mountain to get to Bosque trail, and I stopped taking this because it was daunting and I didn't feel comfortable riding there. I started using MLK to get from east to west. This looks like it would be a great improvement and thinks this is a really good vision for this corridor. The bike lane disappears, turns into a shared lane and I'm wondering how is that going to be communicated to the drivers. Feels that shared lane markings are inadequate to communicate. Will they be enhanced with maybe green paint or something to emphasize the fact that bikes and cars are basically driving in the same lane?
  - Bridgette Garrett: We'll be adding in additional signage informing drivers that the bike lane ends and the cyclists are to share the roadway. We typically don't use green thermo anymore.
  - Richard Meadows: Signage would help too.
  - Dan Jensen: That discussion just made me recall a previous discussion we had about confusion about sharrow and one of the issues we have is we tried so many different ways to do this that there's no way that anybody consistently understands what a sharrow really is. It's something I think we need to be careful about going forward and try to come up with things that are more consistent across the city so we can avoid this confusion and cars and bicyclists know when they are supposed to share the lane.
    - Tim Brown: Our current policy is to place the "Bikes may use full lane" sign adjacent to where we have the sharrows. Now we've got a lot of places in the city

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where sharrows were installed without that sign or with the “Share the road” sign and so we’ve got a lot of catching up to do. Generally speaking if we place a sharrow now, we will have a bike may use full lane sign in the vicinity. In a perfect world we’ll post it immediately adjacent to the sharrows.

- Dan Sims: Just to follow up on that, you will have some cyclists that will choose to stay on the roundabout and they will enter Mountain already in the shared lane and then that merge lane is really for cyclists that have chosen to navigate the roundabout as a pedestrian and so it gives them the opportunity to get on the slip ramp get into the bike lane and we try to give them a lot room. So the bike lane doesn’t just end, it’s a slow merge and gives them time to work their way into the shared lane.
- Richard Meadows: Dan what do you think of those signs, bike may take full lane, have you seen those signs?
  - Dan Jensen: Yes I have seen those signs and I think they are somewhat helpful.
- Andrew Sutliff: In these situation what we’ve been doing on some recent projects is adding a bike lane ends marking and sign adjacent to it as well just to kind of clue motorists and cyclists that the lane is ending and it’s another advanced warning before you get to that point where it does say bike may use full lane and we have the sharrow.
- Steve Pilon: As referring to the east end of Mountain where the bike lane goes away, it’s kind of a wimpy sign to say bikes may share lane and it should be bikes and cars share same lane. The signage does not convey to the driver that the bicyclists have as much right to be there as they do. I don’t know if there’s any way of getting more forceful signage to communicate that to drivers.
- Ben Garland: I’m a big fan of using infrastructure to guide driver behavior and not relying on signage because in my experience a lot of the drivers that pay attention to signage are the ones that would already share the lane. It’s the drivers that don’t pay attention, they’re the ones that cause a lot of the problems. I’m wondering if there are any thoughts about between Broadway at Edith where that merge occurs and to keep drivers at the design speed limit, to maybe put a speed table or something in the middle of the block.
  - Dan Sims: The roundabout itself should act as a traffic calming. It’s pretty offset particularly in that direction, they’re really going to have to slow down to navigate and as they are coming out of that roundabout, I’m sure they’ll pick up speed, but the thought is there’s going to be a lot of striping there’s going to be a lot of things in place that should slow vehicles down more than just wide open pavement. The lane is 11 ft. wide but I think there’s enough going on around it that it will cause drivers to slow down. Right now they fly through there. We were walking through it last week and it is wide open but it should be a completely different scenario under this design.
  - Bridgette Garrett: In terms of the speed tables, we must take into account the City busses and school buses that utilize that route, so we need to make sure that they can easily traverse the corridor as well.
- Dan Jensen: The area between the east and westbound 3 lanes, it’s painted yellow, is that a double left turn?
  - Dan Sims: Yes
  - Dan Jensen: It couldn’t be a median or something else to act as a traffic calming device it needs to be a double left turn?

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- Dan Sims: It was considered but you have so many residences on the south side that there was really no way to fit in a raised median and it would really limit those residences from getting in and out of their properties
  
- **Louisiana Blvd Vision Zero project** – Carl Vermillion, P.E., PTOE, RSP1, Bohannan Huston, Inc. (BHI)
  - Carl Vermillion: This is a continuation of the discussion Val started at the last meeting. Our project is on Louisiana Blvd from Central to Gibson. This corridor is on the High Fatal and Injury Network. IN 2020, a road safety audit (RSA) was completed to look at safety measures that can be implemented looking at speed data on Louisiana, pedestrian fatalities, and other safety challenges. After the RSA, the City hired BHI to complete additional analysis such as a road diet and mid-block crossings. We are working on design to implement a road diet and bike lanes. The addition of bike lanes will create a bike connection where one does not exist.
  - On Louisiana the whole segment from Central to Gibson has 2 vehicular lanes for the northbound travel and 3 vehicular lanes for southbound travel with an additional center turn lane for 2 way left turns. That's Louisiana today, there really isn't a lot of multimodal activity on the road.
  - Now I'll talk a little bit about the proposed typical section. The question that we have is what can we do with all this roadway? You can see that it's a big roadway, so do we need all those lanes, do we need the center turn lane? Those are questions that we've thought about with the design team. We came up with 2 different alternatives. This one shows Kathryn to Central where we're recommending removal of one of the vehicular southbound lanes and adding bike lanes for both northbound and southbound. We've utilized this additional space, the roadway isn't working at capacity for the vehicles, so we've been able to take away one of the lanes and Louisiana will still function appropriately for vehicles and it will also function better with bicycle lanes. South of Kathryn we can take a second lane away and still meet the capacity of the roadway for vehicular travel. In this segment we're down to a single lane northbound and a single lane southbound with a center turn lane. Bike lanes will have buffers. The project team thought through some different vertical elements that can be implemented in the bicycle buffer to discourage drivers from coming into that buffer. This goes back to those bicycle connections down there along Louisiana from Central down to Gibson, there's a few connections at Southern and at Trumbull and Bell and Zuni so it's a lot of connections to be made and Louisiana is going to be a great option in the future.
  - We're proposing cycle lane dividers with a vertical delineator. These two have been used a lot across the country. These bicycle cycle lane dividers are 4 inches in height so the vertical aspect isn't huge, however, if a driver hit these, they would feel it and be diverted back into the travel lane. Our design looked at adding these cycling dividers.
  - The sides streets have crosswalks at all of the stop-controlled intersections and some of the research out there states if you limit the amount of time a

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pedestrian is in the roadway you'll have a safer environment. We looked at adding these flexible curbs to shorten pedestrian crossing distance and better delineating the bikeways. Albuquerque doesn't have a lot of these options so we wanted to try out to see how/if they work and could be replicated in other areas.

- The green pavement marking highlight conflict points and delineate where people will be bicycling.
  - This design is at 30%, so we have not yet gotten to the nitty gritty of details, but we are far enough along and have several ideas. As for next steps, we expect to go to DRC soon.
- 
- Dan Jensen: I'm not as familiar with this part of town because I'm a west sider, but there appears to be no transit on this corridor? Where are the bus stops?
    - Carl Vermillion: There are buses on this corridor and to accommodate the buses, we designed a pull out area. We've designed that for the right length of the bus and when a bus isn't there, of course, a bike can use it like a bike lane.
    - Richard Meadows: Nice, and that's why you're using 10.5 ft. lanes further north because of the buses?
    - Carl Vermillion: Correct
  - Josiah Hooten: I like the idea of those little bumpers and I would like to see more of that.
  - Ben Garland: I'm really liking the design south of Kathryn. Is the design firm for this using the concept of a design cyclist like what hypothetical person would feel safe riding a bike through this corridor? Thinks south of Kathryn looks good but then what's going to happen if somebody wants to ride their bike north of there, and then suddenly they're in an area that they feel unsafe? I think we need to have more consistently safe bike facilities because somebody's only going to bike through an area to the degree that they feel the safest and if they don't feel safe with just a piece of white paint separating them from a vehicle then that kind of seems like a failure to me. I had another comment also wondering about in the area where there is only white paint would it be possible to make that rumble pavement similar to how the ART bus lines are divided from car traffic with that rumble strip that drivers will hit to keep them out of the art lane.
  - Steve Pilon: This is a fabulous way to bring in all these different elements that I'd like to see spread more widely across the city. I'd like to see bulb outs if possible done on all these intersections because it seems to be state of the art and seems to be what they're doing in Holland - increases the perpendicularity of the traffic crossing the crosswalk so it gives the driver a better field of vision. I also want to say from being on both the board for Bike ABQ and the Transit Advisory Board, I like the bus stop where they're sharing the bike lane. I have never seen that used before, and it's worth giving it a try, a lot of innovative thought and I want to congratulate the designers on doing a really good job.
  - Dianne Cress: Kathryn and Zuni are places where bicyclists might be turning. Is there any thought how to regulate that from bike lane Louisiana over to Kathryn or Zuni?
    - Richard Meadows: Do we have any bike turn lanes or bike boxes or anything like that Carl?

**Next Meeting: Monday, January 9, 2023**



Tim Keller, Mayor

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



December 12, 2022 | 4:00 – 6:00 PM

- Carl Vermillion At Kathryn we hadn't thought a lot about bike boxes but striping the bike box would limit the right turns on red so that would be an avenue that we could explore with this.
- Albert Lee: In the cross sections for Louisiana north of Kathryn the double left lanes I believe were 11 or 12 feet wide and then south of Kathryn they were indicated as 14 feet I was just curious what the reasoning is behind the wider double left lanes south of Kathryn?
  - Carl Vermillion: Yeah that's a great question so actually 14 foot two way left turn lanes are more appropriate than 11 so it was just using up the existing roadway section. We got to a minimum north of Kathryn at around 11 and that's really all the smaller we wanted to go with that one. But there was so much excess pavement and space south of Kathryn we didn't really want to get the bike lane buffer too big so that a car would fit in there, we didn't want to do that so we left it with 14 foot two way left turn lanes.
  - Albert Lee: If you made that left turn lane a little narrower would widening the bike lane itself be something to consider?
  - Carl Vermillion: What we didn't want to happen is a vehicle to be able to fit in there. So essentially widening the bike lane or widening the buffer would create enough space so that a car would be able to fit so we were leaning against that so the 14 foot two way left turn lanes are better as well for a safety standard for left turning vehicles.
- Ben Garland: Where did the design constraint come from to make the lanes different north and south of Kathryn other than general traffic reasons?
  - Carl Vermillion: Are you talking about the width of the traffic lanes?
  - Richard Meadows: Or the number of lanes maybe?
  - Ben Garland: Right
  - Carl Vermillion: The daily traffic from Central is high but it gets less and less the closer you get to Gibson and there's a point at Kathryn where it's more appropriate to have a single through lane than to have 2 southbound lanes and northbound lanes. We are trying to decrease speed of the vehicles by creating less through lanes so that speeds are more manageable
- Richard Meadows: You said north of Kathryn you have two white stripes, basically it's going to look like a wide bike lane stripe?
  - Carl Vermillion: Yeah so essentially it'll look like a wide bike lane stripe. So we're thinking like a foot between each stripe that kind of thing.
  - Richard Meadows: So there is a little bit of a buffer there.
  - Carl Vermillion: Correct.
- **Staff Reports**
  - Municipal Development (DMD)
    - Vision Zero
      - Val Hermanson: I wanted to take a moment to mention, honor, and remember Diane Albert, who passed away last month. She was a very big advocate not only in the city but statewide and she was also on the Greater Albuquerque Bicycling Advisory Committee (GABAC). The committee before it became GAATC.
      - On a separate note for our GAATC meetings, will be sending out a monthly calendar reminder to the committee members.

**Next Meeting: Monday, January 9, 2023**



Tim Keller, Mayor

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



December 12, 2022 | 4:00 – 6:00 PM

- At the January meeting, our consultants will be presenting about the Vision Zero Prioritization Strategy/Year in Review.
- Richard Meadows: Thank you Val, we are very sad to hear about Diane Albert thank you for that tribute to her.
- Council Services
  - Not present.
- Parks and Recreation
  - Cheryl Somerfeldt: I do not have any updates this month.
- Planning
  - Whitney Phelan: We are taking the Near Heights Report for the Community Planning Area Assessments to the EPC on Thursday; it was continued from the last meeting so hopefully that will move forward. Then we are still working in the Central Community Planning Area Assessment so will be passing on some of these projects to that team. Then we're working on the Southwest Mesa Community Planning Area Assessment which is south of I-40 and west of the river so all the city property in that part of town. We're still continuing to do some outreach for phase one analysis to look and see what major topics or themes come out. That's what we have going on right now.
- ABQ RIDE
  - Eugene Lujan: No updates
- Bernalillo County
  - No updates.
- MRCOG
  - Tara Cok: No updates
- NMDOT District 3
  - Jill Mosher: No updates, but will reach out to Valerie for a GAATC presentation regarding Rio Bravo Bridge.
- Richard Meadows: Albert, we've added you to our staff reports did you have anything else or do you want to remind us one more time about your meeting on Wednesday night.
  - Albert Lee: This meeting is part of our quarterly community engagements on various topics that are in our Climate Action Plan. This next meeting on Wednesday December 14<sup>th</sup> from 5pm-6pm is going to be a virtual meeting on Zoom. The major topics are transit programs and vision zero. We will have several presenter that may be familiar to the folks here, Valerie and Carrie from transit will be there, as well as Chris Ramirez from Together for Brothers talking about some of their community work they've done on zero fares.
- **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.
  - Richard Meadows: If anyone wants to make a public comment please raise your hand. Final call for public comment,

**Next Meeting: Monday, January 9, 2023**



Tim Keller, Mayor

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

Monday, September 12, 2022 | 4:00 – 6:00 PM



- Val Hermanson: No hands raised.
  - Richard Meadows: Congrats to Dan, I'm looking forward to you taking over next month as Chair.
  - Dan Jensen: In closing I wanted to say thank you for being the Chair of this committee the whole time that I've been on it. So, thank you very much for your service.
  - Richard Meadows; Sure, I've been happy to do it. Well, with that let's adjourn and we'll see everybody on January 9<sup>th</sup> and happy holidays to everybody.
- 
- **Next Meeting:** January 9, 2023, 4 – 6 pm
  - **Meeting adjourned at 5:43 pm**



ONE  
ALBUQUE  
RQUE



## GAATC Meeting

December 12, 2022



# Santa Barbara-Martineztown Mountain Rd. Roundabout

CPN 752511

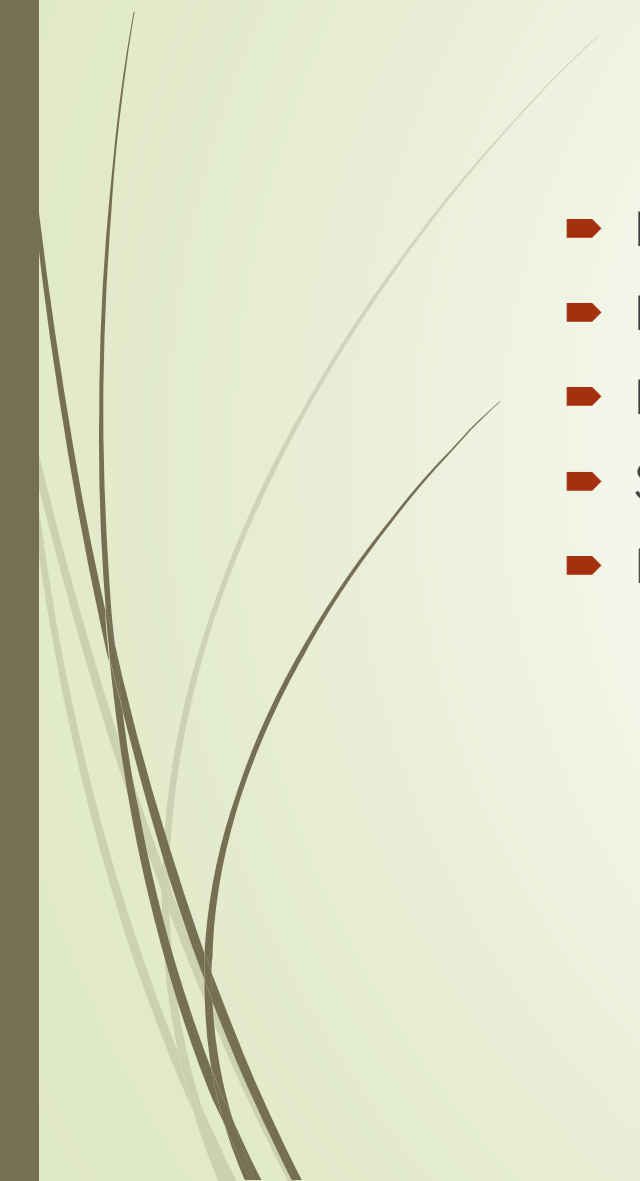
# Project Location

- ▶ Mountain Road from Broadway Boulevard to Walter Street

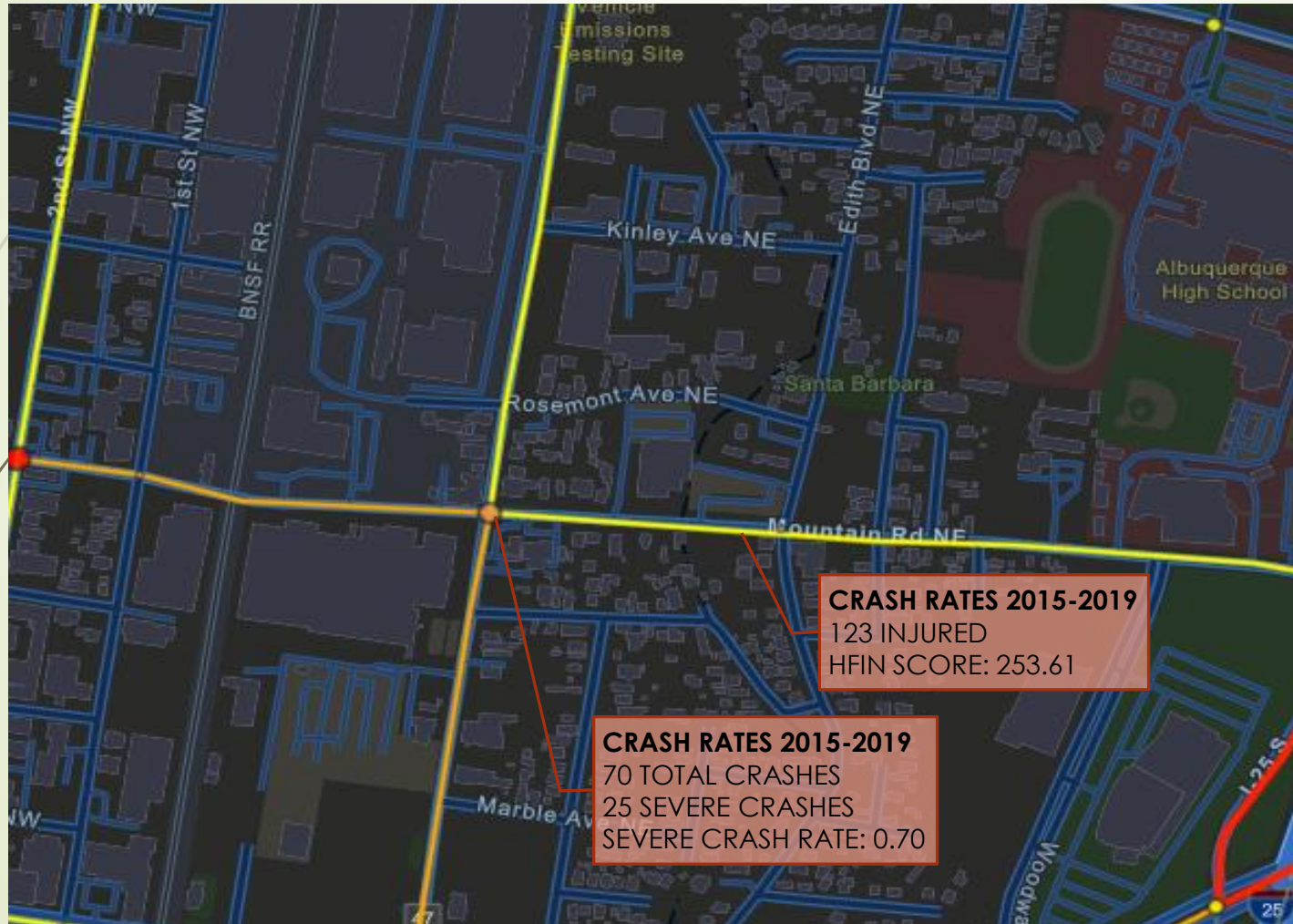




# Purpose & Need

- Improve Long-Term Traffic Operations and Safety
  - Improve Bicycle Network Connectivity
  - Improve Pedestrian Safety and Access
  - Street Lighting
  - Pavement Reconstruction
- 

# High Fatality and Injury Network



## Intersection Crash Rates

Severe Crash Rate:  
.386

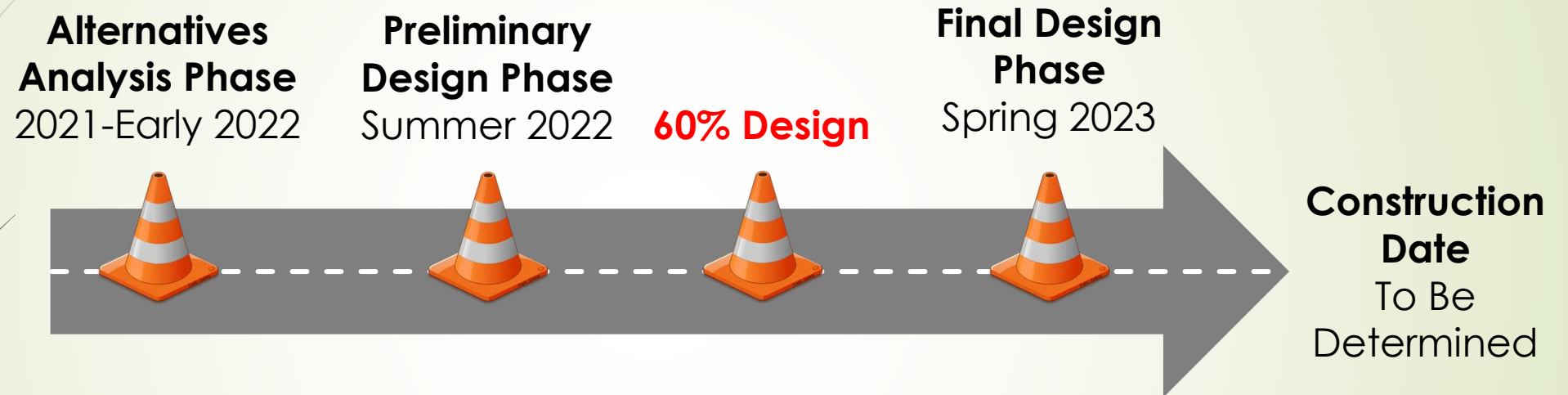
- Above 2x Mean
- 1.5 to 2x Mean
- 1 to 1.5x Mean
- Below Mean

## HFIN Score

Mean HFIN Score:  
187.5

- Above 2x Mean
- 1.5 to 2x Mean
- 1 to 1.5x Mean
- Below Mean

# Project Schedule & Funding



## ➤ Project Funding

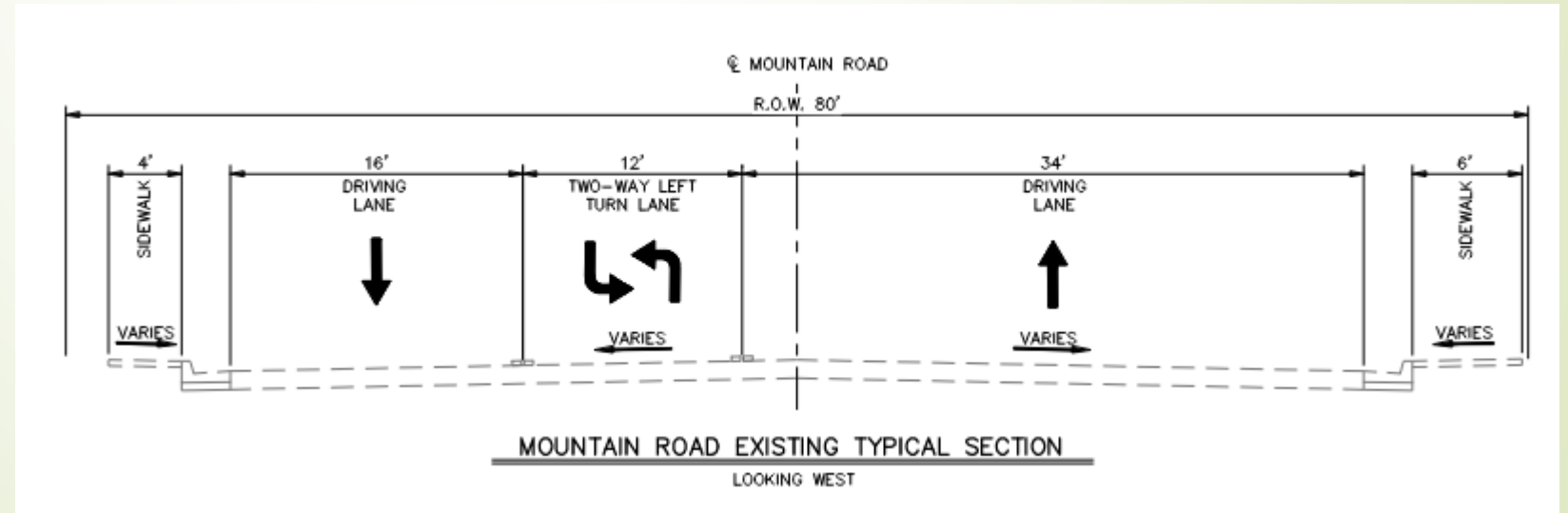
- **Design:** Capital Outlay Funding Administered through NMDOT
- **Construction:** Currently Not Funded

# Existing Conditions - Corridor

- Speed Limit: 25 mph
- Mixed land-use
- Wide pavement
- Existing bike route



Westbound Mountain Road



# Existing Conditions - Intersections



Broadway Blvd./Mountain Rd. Intersection



Edith Blvd./Mountain Rd. Intersection

# Existing Conditions – Inadequacies



Non-Compliant Crossings



Non-Compliant Sidewalk

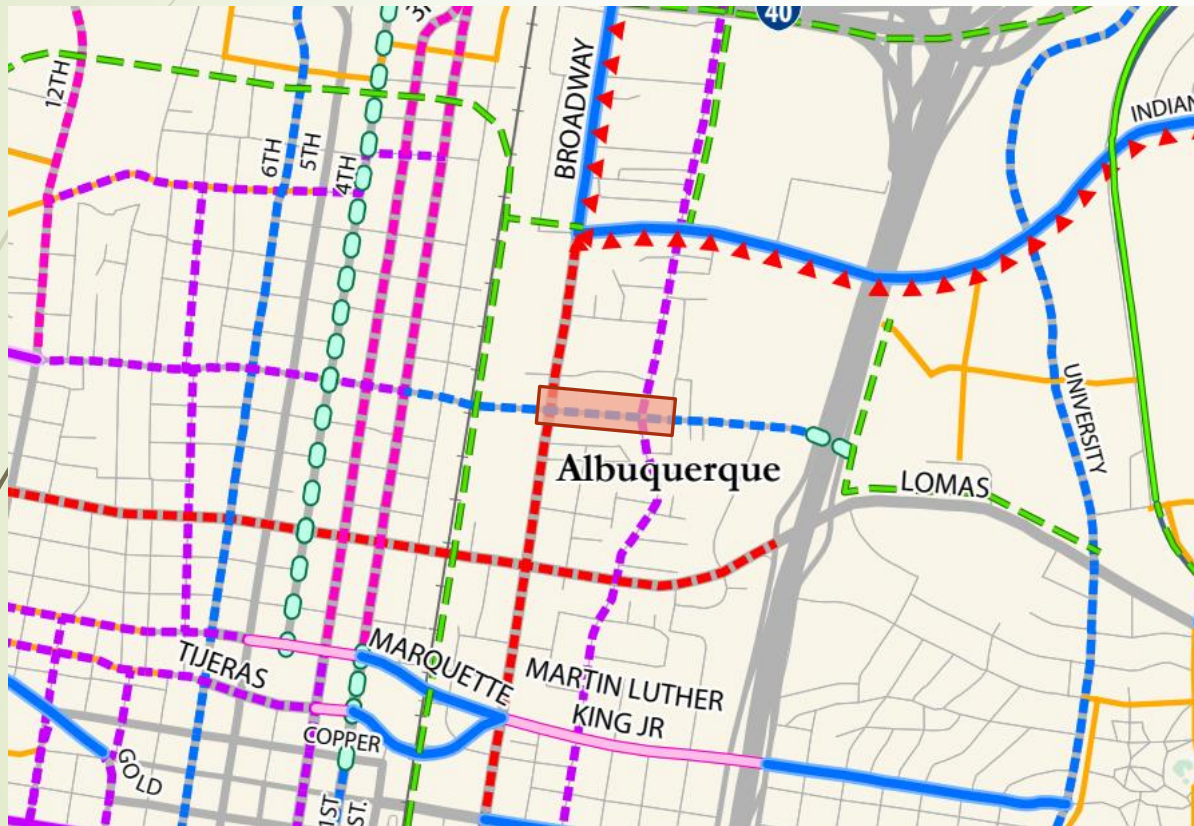


# Existing Conditions

- 3 Bus Stops
- City Bus Routes: 5 - Montgomery/Carlisle-North & East, West & South



# Bicycle System Connectivity



## LRBS Key

### Existing On-Street Facilities

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Wide Shoulder
- Bike Routes

### Multi-Use Trails

- Existing Paved Trail
- Proposed Paved Trail

### Proposed Upgrades to Existing Facilities

- Buffered Bike Lane
- Protected Bike Lane

### Proposed On-Street Facilities

- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Potential Bike Facility

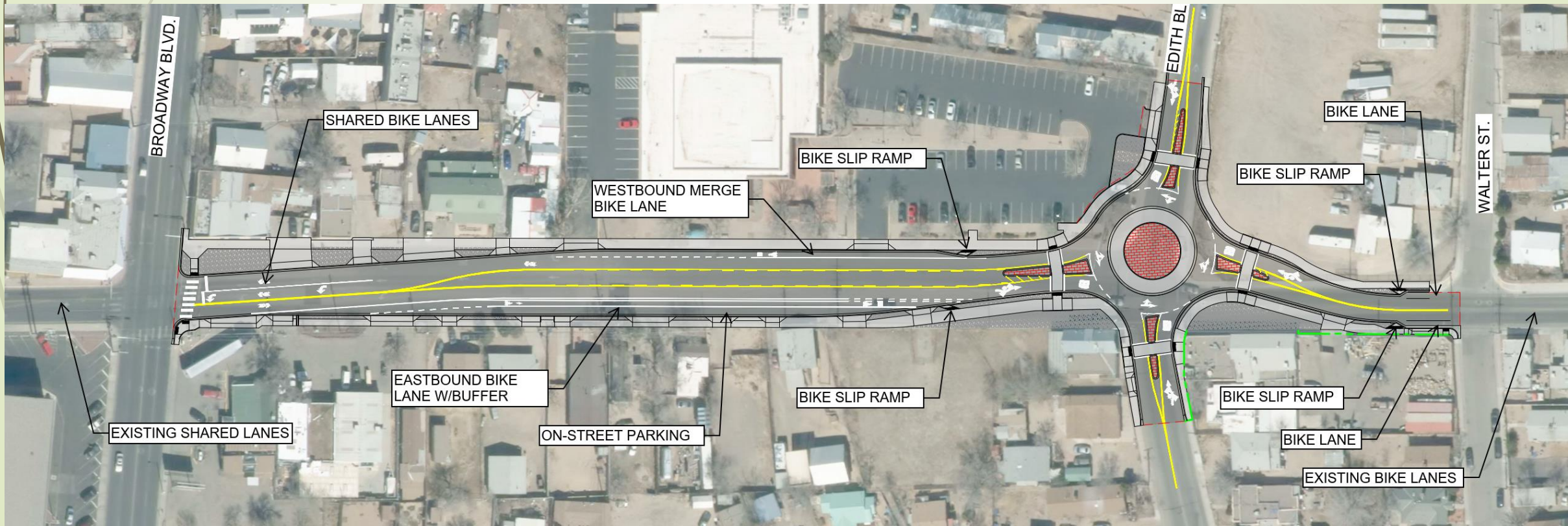
# Design Constraints

- ▶ Roadway alignment and width at Broadway and Edith
- ▶ Existing buildings on the SW and SE corners of Edith intersection
- ▶ Existing bus route
- ▶ Proximity to older structures



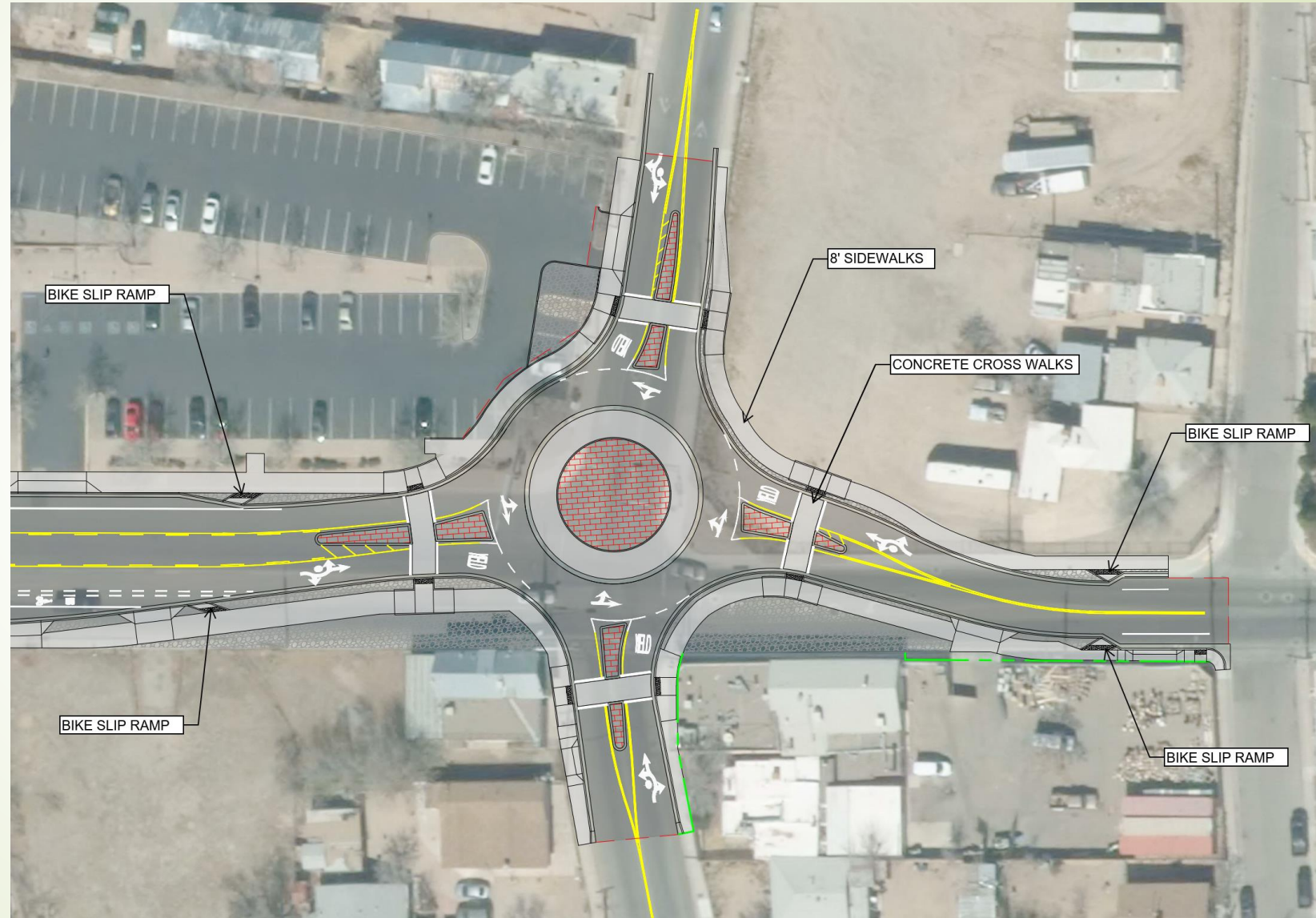
# Proposed Improvements

- Full reconstruction of Mountain Road
- Roundabout at the Mountain Road/Edith Boulevard intersection
- Defined bike infrastructure and connectivity
- ADA-compliant sidewalks, ramps, and drivepads
- On-street parking along south side residences
- Corridor lighting

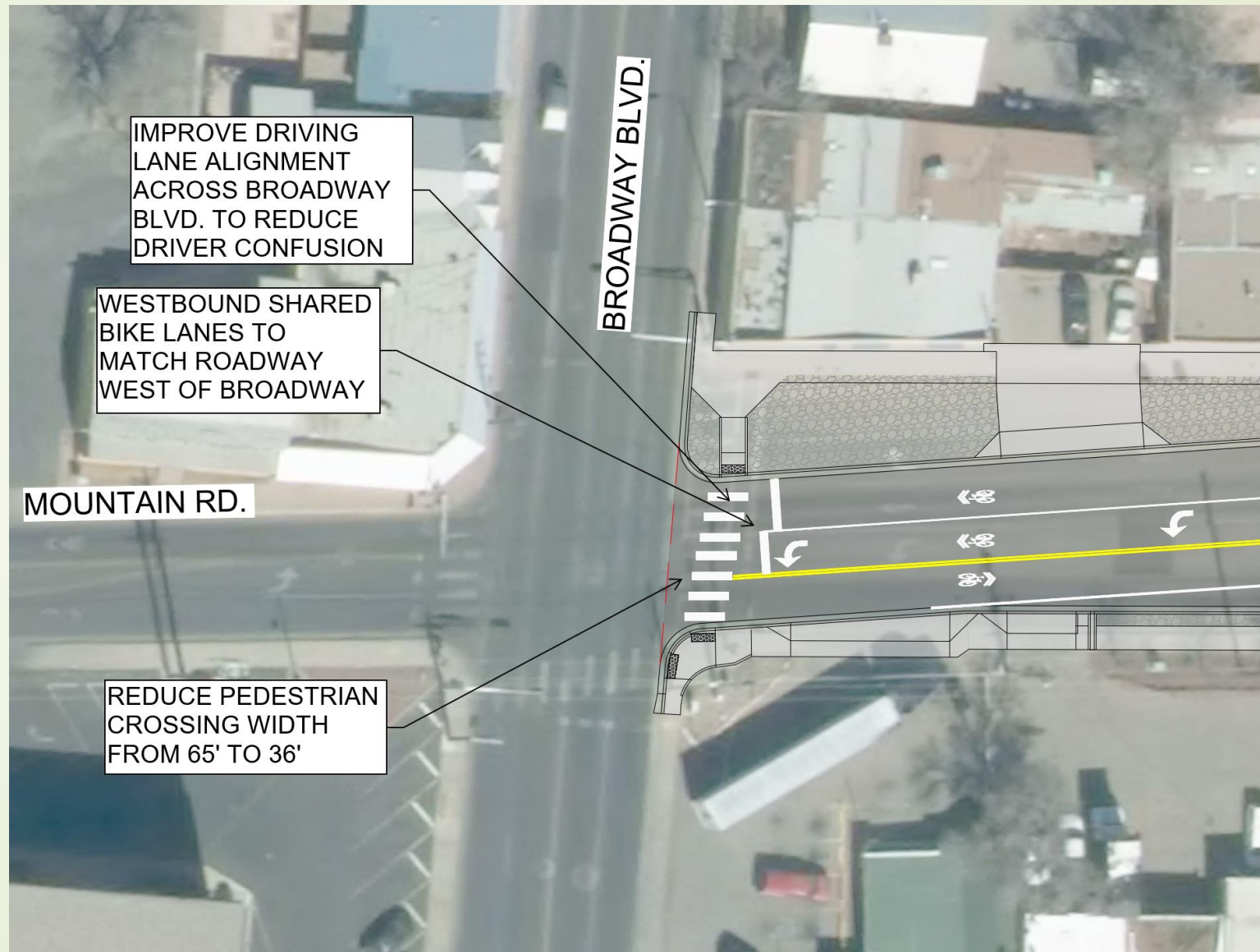


# Intersection Improvements

- New roundabout at Mountain Rd./Edith Blvd. Intersection
- Slip ramps for bicyclists to navigate the roundabout
- 8' min. width sidewalks within roundabout
- Concrete crosswalks at roundabout
- Design vehicle is WB-40/School Bus



# Broadway Intersection Improvements



**ONE**  
**ALBUQUE**  
**ROQUE**



# Thank You!

Please Submit any additional comments to the GAATC Contact:

Valerie Hermanson

# LOUISIANA BLVD. VISION ZERO IMPROVEMENTS

GREATER ALBUQUERQUE  
ACTIVE TRANSPORTATION  
COMMITTEE (GAATC)

Carl Vermillion  
Project Manager

**Bohannon**  **Huston**

December 12, 2022



# Road Safety Audit

- High Fatal and injury Network (HFIN)
- Road Safety Audit (2020)
- Additional Analysis addressing mid block crossings
  
- Road Safety Audit Recommendations
  - Implement Road Diet
  - Addition of Bike Lanes and Bike Route Connections
  - Refreshing Crosswalks
  - Paint/Post curb Extensions

# HIGH FATAL AND INJURY NETWORK

**PROJECT EXTENTS:  
LOUISIANA BLVD  
GIBSON BLVD TO CENTRAL AVE**

**City of Albuquerque**

- City
- County

**High Fatal and Injury Network (HFIN) intersections**

- Above 2x Mean
- 1.5 to 2x Mean
- 1 to 1.5x Mean

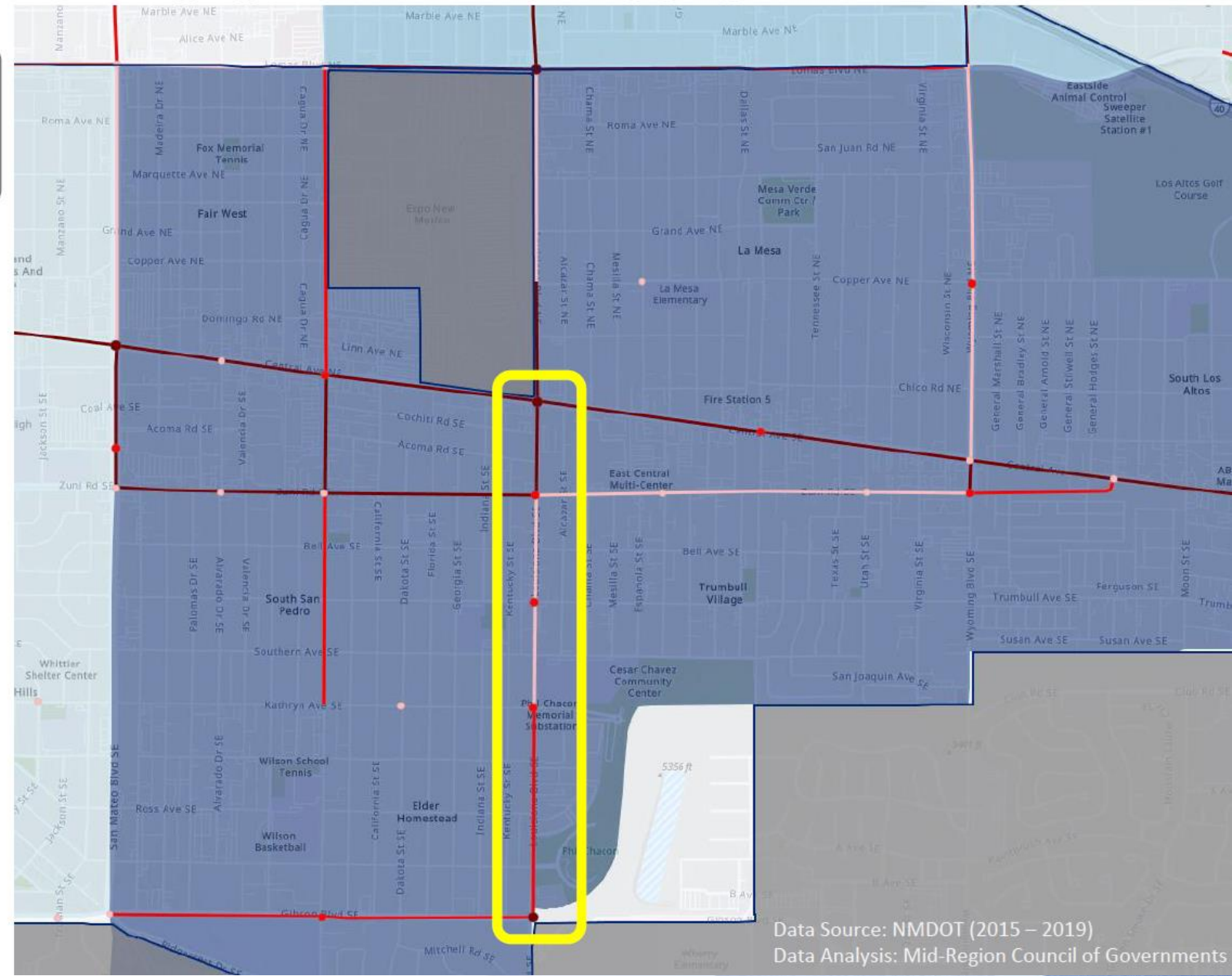
**High Fatal and Injury Network (HFIN) corridors**

- Above 2x
- 1 to 1.5x Mean
- 1.5 to 2x Mean

**Vulnerability Index**

Scores range from 0 to 1. A score over .8 is high.

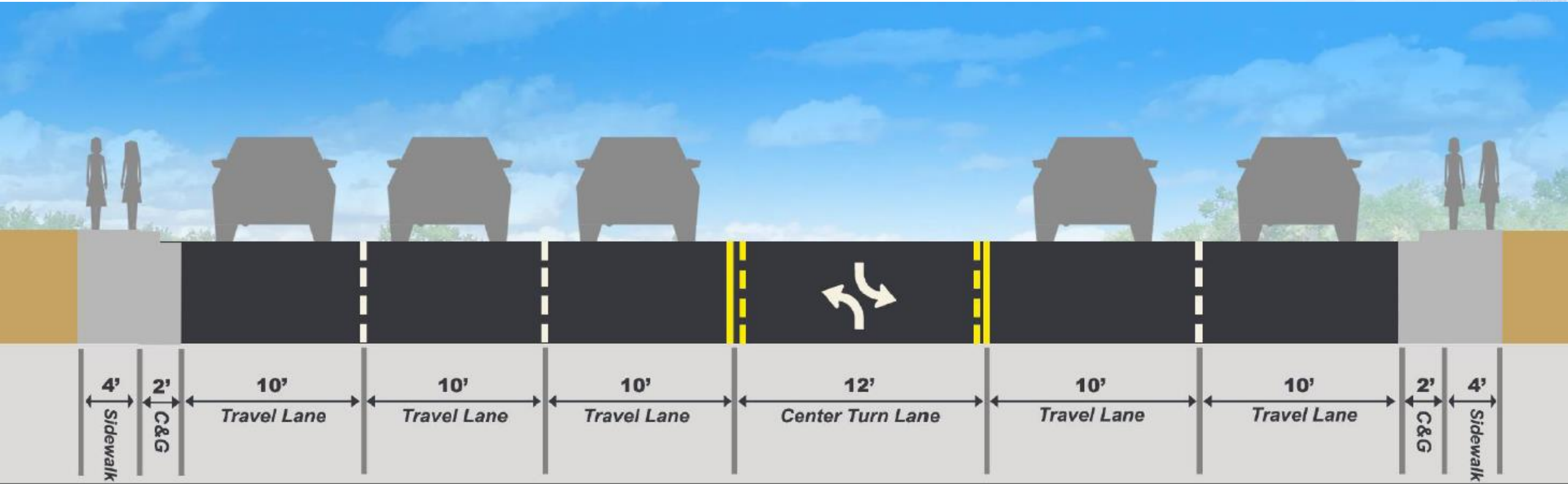
- >0.8 - 1 (High Vulnerability)
- >0.6 - 0.8
- >0.4 - 0.6
- >0.2 - 0.4
- 0 - 0.2 (Low Vulnerability)



Data Source: NMDOT (2015 – 2019)  
Data Analysis: Mid-Region Council of Governments

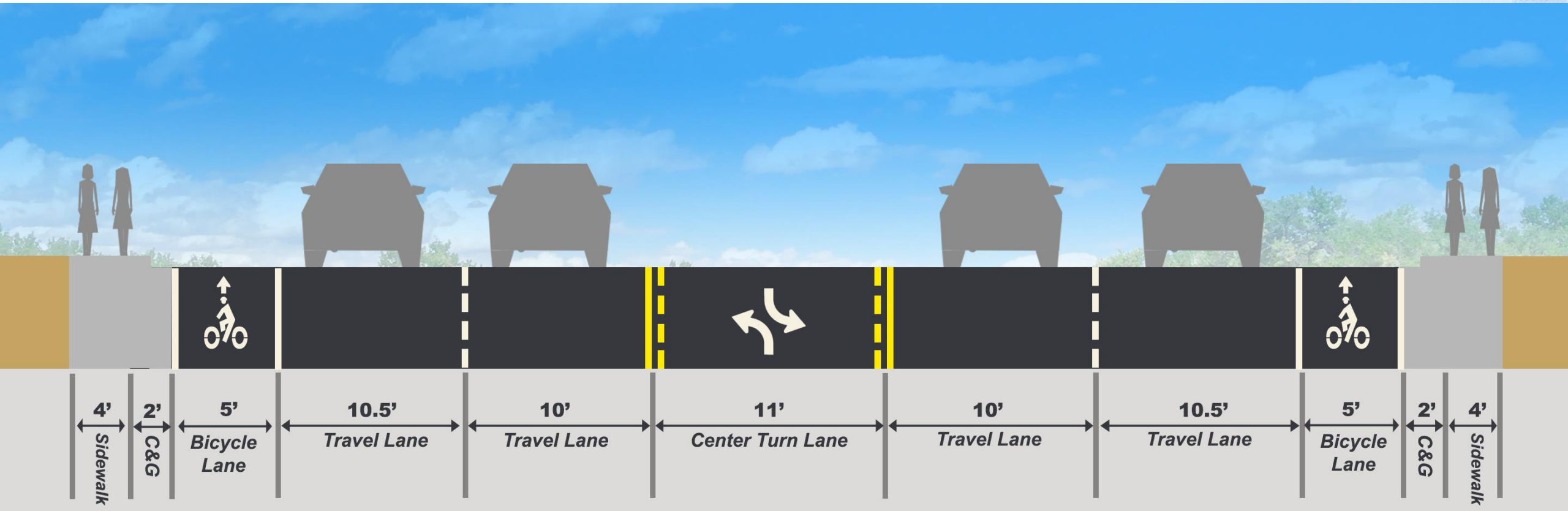
# Existing Typical Roadway

Central Ave to Gibson Blvd

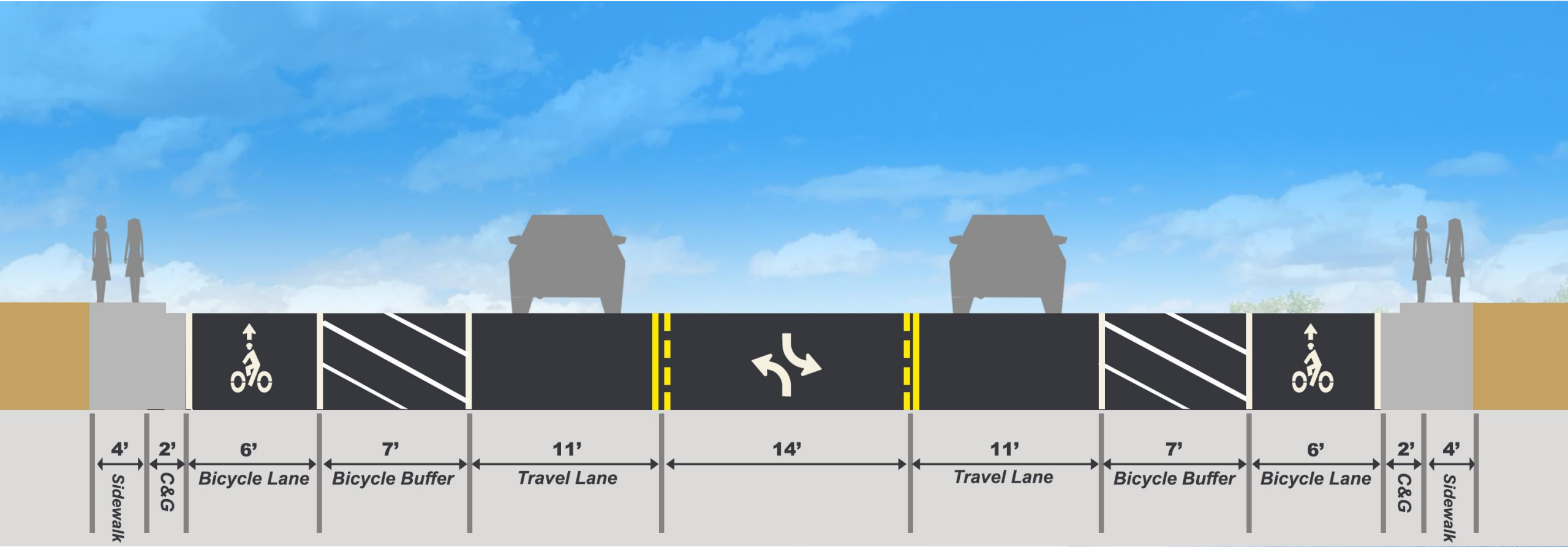


# Road Diet/Lane Reduction

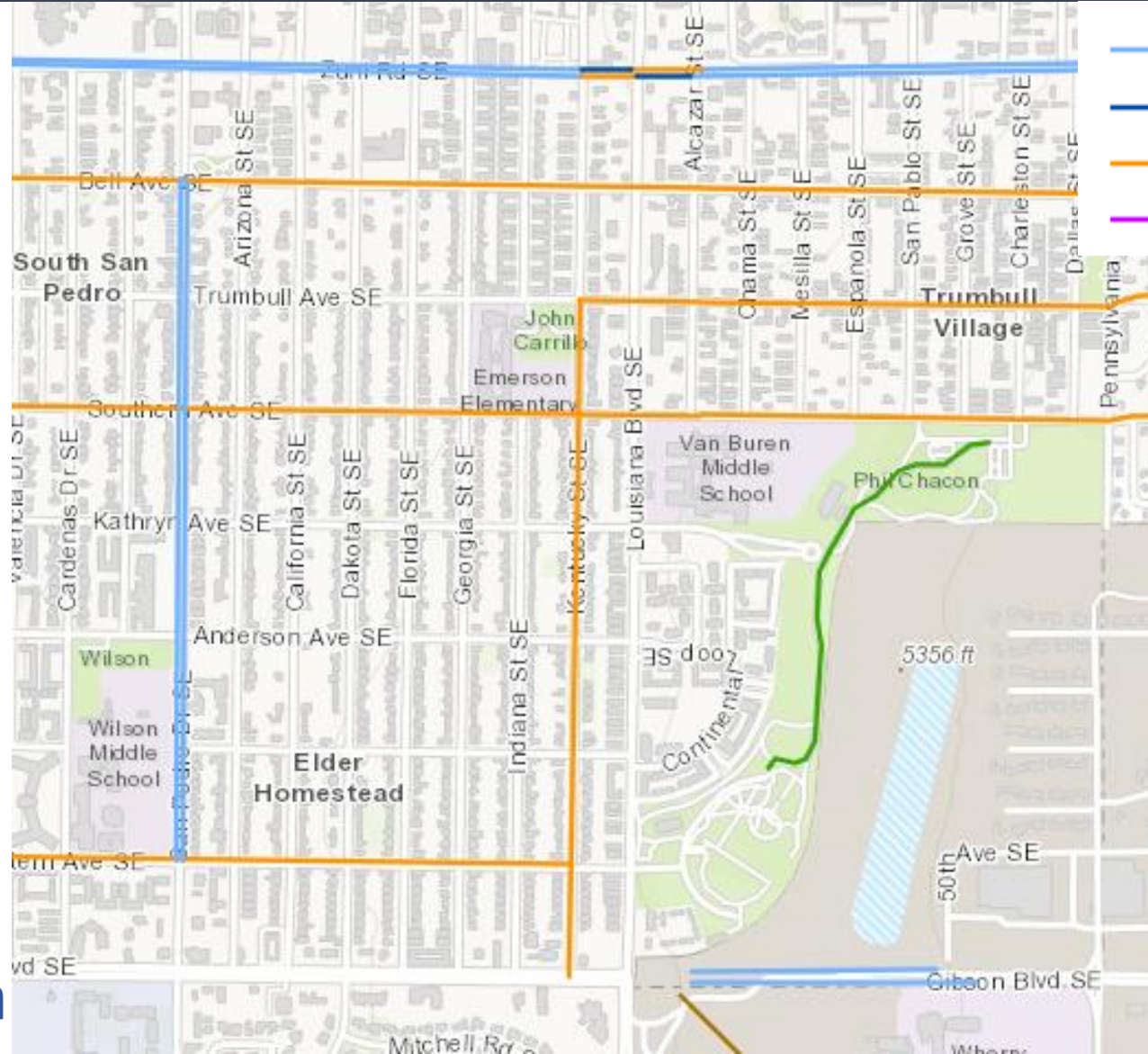
## Kathryn Ave to Central Ave







# Kathryn Ave to Gibson Blvd



# Bike Connections



-  Bike Lane - A portion of the street with a designated lane for bicycles.
-  Buffered Lane - Conventional bike lanes paired with a designated buffer space.
-  Bike Route - Cars and bicycles share the street.
-  Bike Blvd - A shared roadway optimized by bicycle traffic.

# Cycle Lane Dividers

## Material Physical Properties

**Density:** 0.6 oz/cu in (ASTM C642) 2

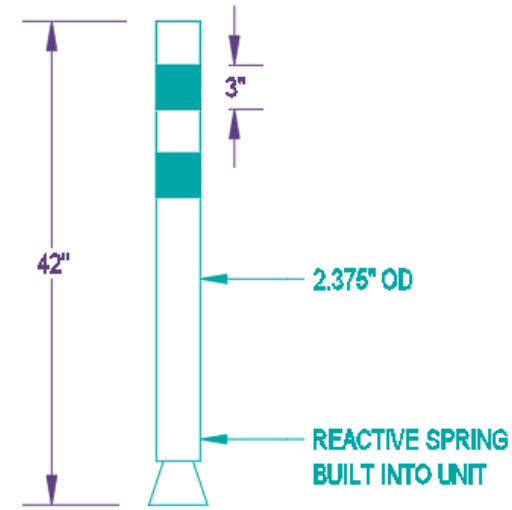
**Minimum Tensile Strength:** 500 psi (ASTM D412)

**Coefficient of Thermal Expansion:**  $8 \times 10^{-5}$  in/in/ $^{\circ}$ F (ASTM C531)

**Color:** Black



Highly compatible  
with vertical delineators for  
even greater safety



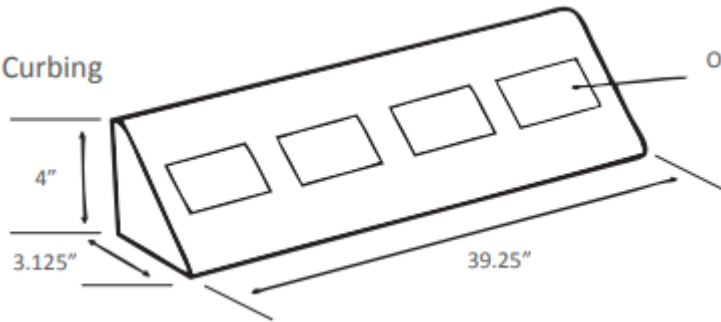
Lane Deterrents



# Superflex Curbing



Super Flex Curbing



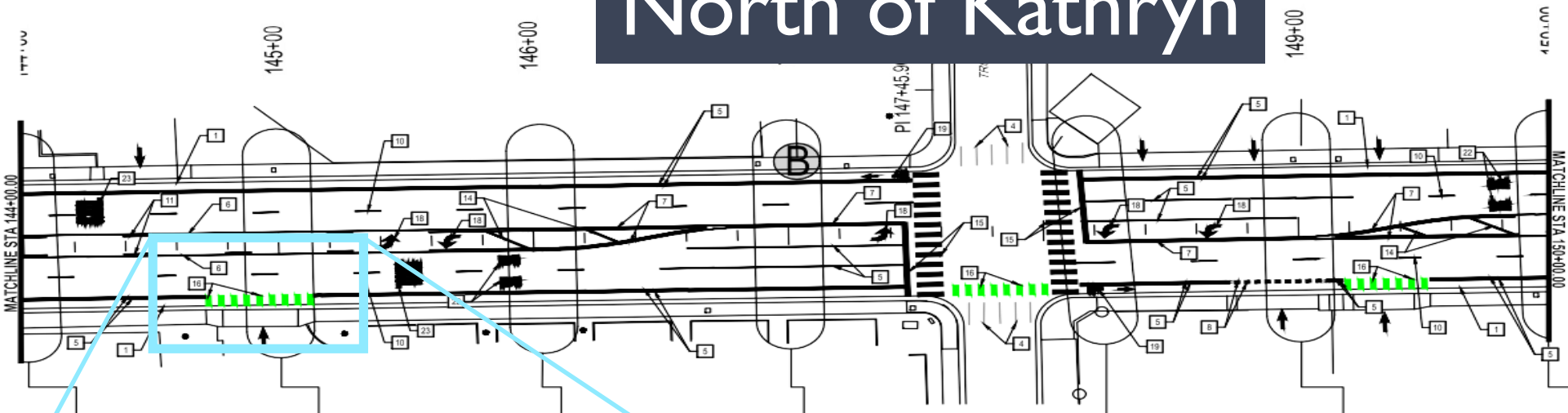
Optional Reflective Markings



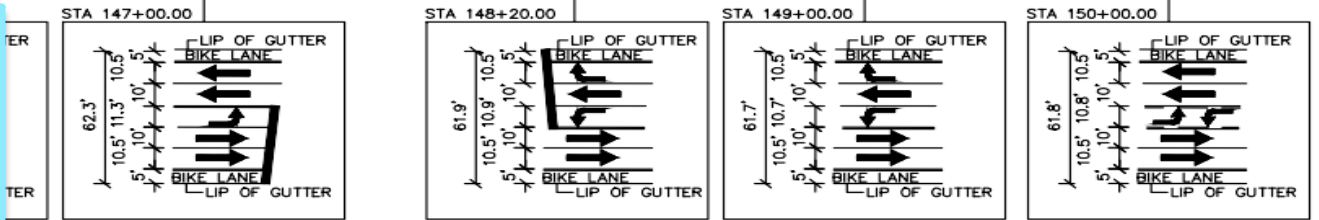
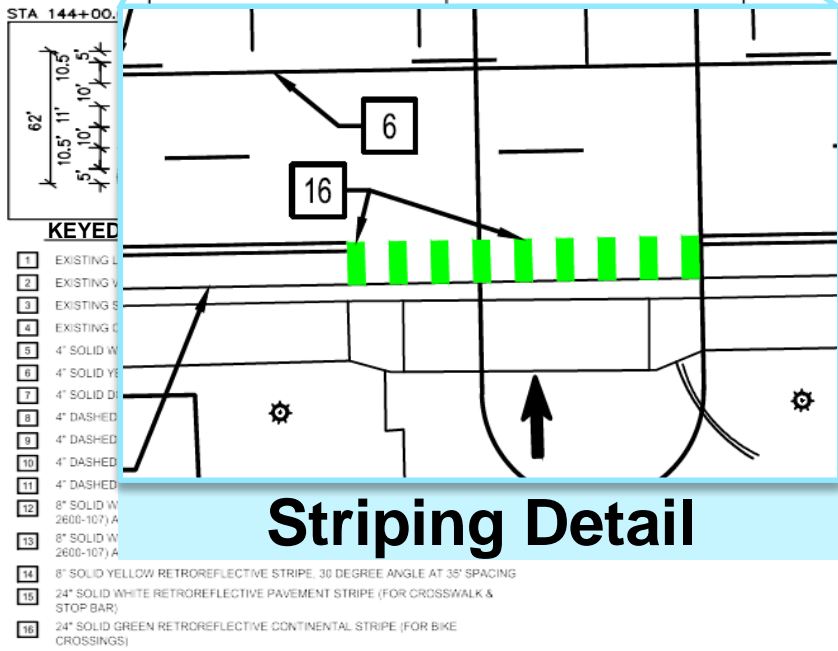




# North of Kathryn



1. ALL SIGNING AND STRIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD.



- KEYED**
- 1 EXISTING L
  - 2 EXISTING V
  - 3 EXISTING S
  - 4 EXISTING C
  - 5 4" SOLID W
  - 6 4" SOLID YE
  - 7 4" SOLID DI
  - 8 4" DASHED
  - 9 4" DASHED
  - 10 4" DASHED
  - 11 4" DASHED
  - 12 8" SOLID W 2600-107) A
  - 13 8" SOLID W 2600-107) A
  - 14 8" SOLID YELLOW RETROREFLECTIVE STRIPE, 30 DEGREE ANGLE AT 35' SPACING
  - 15 24" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE (FOR CROSSWALK & STOP BAR)
  - 16 24" SOLID GREEN RETROREFLECTIVE CONTINENTAL STRIPE (FOR BIKE CROSSINGS)

- 1 JRN ARROW PAVEMENT MARKING
- 2 RN ARROW PAVEMENT MARKING
- 3 BOL AND ARROW PAVEMENT MARKING
- 4 W PAVEMENT MARKING
- 5 INLY" PAVEMENT MARKING
- 6 ING" PAVEMENT MARKING
- 7 CHOO" PAVEMENT MARKING
- 8 IS IN PLACE OF WHITE CHEVRON (VIDERS, 1" GAP AT 30 DEGREE ANGLE)
- 9 R CURB PER MANUFACTURER'S
- 10 PACING) PER MANUFACTURER'S
- 11 XXX
- 12 UBULAR MARKERS AS SHOWN

- LEGEND**
- ➔ EXISTING DRIVEWAY/ACCESS
  - (B) EXISTING BUS STOP

30% REVIEW  
December 7, 2022

**PRELIMINARY**  
NOT FOR CONSTRUCTION



CALL NM ONE-CALL SYSTEM SEVEN (7) DAYS PRIOR TO ANY EXCAVATION



CITY OF ALBUQUERQUE  
DEPARTMENT OF MUNICIPAL DEVELOPMENT  
ENGINEERING DIVISION

**LOUISIANA BLVD VISION ZERO IMPROVEMENTS  
PERMANENT STRIPING  
STA 144+00.00 TO STA 150+00.00**

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	K-18, L-18, M-18
		638082
		16 29

CONSULTANTS	
BENCHMARKS	
SCALE	
NO.	DATE
BY	
DESCRIPTION	
CONTRACTOR	
INSPECTOR'S ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE