



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

January 9, 2023 | 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

Join by Zoom: <https://cabq.zoom.us/j/84571822606>

Join by Phone: +1 346 248 7799

ID: 845 7182 2606

- **Welcome and Introductions**

[] Ryan Mast (Vice Chair)
NE Quadrant

[] Dr. Naomi George
SE Quadrant

[] Dan Jensen (Chair)
NW Quadrant

[] Nevarez Encinias
SW Quadrant

[] Richard Meadows
Pedestrians + Transit Users

[] Josiah Hooten
Bicyclists

[] Vacant
Represent individuals
w/a Disability

[] Aaron Hill
Youth (Under 24)

[] Lanny Topping
Older Adults (over 60)

- **Approval of January 9, 2023 Meeting Agenda**

- **Approval of December 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.

- **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)

Next Meeting: Monday, February 13, 2023



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- **Presentations**
 - **Vision Zero Year in Review/Prioritization Strategy**, Valerie Hermanson, Department of Municipal Development, City of Albuquerque; Omar Peters, Aaron Sussman, Toole Design Group

- **Staff Reports**
 - Municipal Development (DMD)
 - Engineering
 - Vision Zero
 - Council Services
 - Parks and Recreation
 - Planning
 - ABQ RIDE
 - Sustainability
 - 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:** February 13, 2023, 4 – 6 pm
- **Adjourn**

Next Meeting: Monday, February 13, 2023

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Committee Members Present

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

Committee Members Absent

Dr. Naomi George
Lanny Tanning

Staff Members Present

Carrie Barkhurst (ABQ RIDE)
Tim Brown (COA)
Tara Cok (MRCOG)
Valerie Hermanson (DMD)
Albert Lee (Sustainability)
Julie Luna (Bern Co)
Jenae Robertson (TYLin)
Cheryl Somerfeldt (Parks and Rec)

Visitors Present

Scot Key (AHCH)
Ben Garland (Transit Advisory Board)
Omar Peters (Toole Design)
Peter Rice (Downtown Abq News)
Erika Robers (Groundwork Studio)
Aaron Sussman (Toole Design)

Dan Jensen called the meeting to order at 4:02 pm

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Approval of January 9, 2023 Meeting Agenda

Richard Meadows (*motion*); Aaron Hill (*second*)

Yes: Nevarez (Navy) Encinias, Aaron Hill, Josiah Hooten, Ryan Mast, Richard Meadows

Abstain: Dan Jensen

Approval of December 12, 2023 Meeting Minutes

Richard Meadows (*motion*); Josiah Hooten (*second*) – *approved unanimously*

Yes: Nevarez (Navy) Encinias, Aaron Hill, Josiah Hooten, Ryan Mast, Richard Meadows

Abstain: Dan Jensen

Public Comments (2-minute limit per audience member)

- Scot Key: Rode from the Bosque path to the airport over the weekend, which is very exciting to go just on Woodward, and then up to the Sunport extension. Of course, it's more fun now without cars being able to take the whole thing because it's not quite finished. Would like to see sweeping the very wide bike lanes along Woodward and that GAATC look at those things of things. Longer term is getting to the airport at the end of the proposed extension as it goes to I-25. I sent a couple of photos, that show it is great until it is not. And at the end of what looks to be the way that the configuration is going to go. And I apologize, I haven't seen most recent plans in terms of what the lane configurations are going to look like at the end or the eastern end of Sunport extension. But as it gets to the interstate overpass, things just stop. And there were some improvements made a couple of years ago, I looked back at the history via Google, and the improvements were made with flex post. There's a rather strange end of sidewalk configuration. And then as far as cycling, there's just nowhere to go as you get to the east side of that overpass. That needs to be looked at. Because after that is pretty fantastic. You've got you've got a wide shoulder all the way pretty much to the airport. I would urge the committee to keep on the subject as things finalize, because I know sometimes there's kind of a black box and things turn out to be different than we thought they were going to be as well as dealing with the jurisdiction of who would own that construction work at the overpasses. Is it the State with the Interstate? Is it the County? Thank you.

• 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)
 - Julie Luna: I heard from the last meeting that the committee was amenable to improve signage right at the crossing. We brought it to our O&M Director and my next step is to coordinate with Tim Brown and Cheryl Somerfeldt to get permission for the County to place signage right there at the trail indicating that there's a trail crossing at that location.

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▪ Presentations

- **Vision Zero Year in Review/Prioritization Strategy**, Valerie Hermanson, Department of Municipal Development, City of Albuquerque: Omar Peters, Aaron Sussman, Toole Design Group
 - Valerie Hermanson: The City brought on Toole Design to put together the study and analysis and do a deep dive into setting up our Vision Zero Action Plan to be an implementable action plan, and prioritizing the worst first, and also prioritizing equity. We've been working on this effort, probably since July or August of last year, and this was a good opportunity to bring all the work that's been done to this committee and get feedback.
 - Omar Peters: As Val mentioned, we've been working for the past several months on this project. And a lot of that was getting information about where Vision Zero is currently within the city. We completed staff interviews and we've been working with a technical advisory group made up largely of staff within different City departments. We are at a point where we want to get some feedback from you all. Today is just starting from the basics, talking about what is Vision Zero, covering best practices, and a high-level overview of the Albuquerque Vision Zero Action Plan. Then we'll talk about what progress has been made to implement that plan. We'll also be talking about identifying action priorities to move forward to implement Vision Zero. Then we will close just some overall next steps for this group and “homework” for GAATC members to provide their feedback. And then we'll have an open-ended discussion, Q&A.
 - Omar Peters: The plan was completed in May 2021 and it has 63 action items. Our purpose is to review what progress has been done in the last year. And also identify the next steps to prioritize action items.
 - What is Vision Zero? Vision Zero is taking a mindful shift of identifying a goal that no one should die or be seriously injured while using the surface transportation system. It is a very high-level, very achievable goal but it is a momentous goal. Vision Zero has been active in the US since 2012. And many communities, cities like Albuquerque and across the country have adopted Vision Zero and are working towards getting to zero fatalities and serious injuries.
 - How is Vision Zero different? Traffic deaths are preventable. We are not trying to prevent all crashes or all collisions from occurring. It's trying to prevent the crashes that lead to a death and an injury. And notice, I'll be using crashes and collisions, you will never see the "A" word (accident) here because we're really trying to understand that it is a collision, a crash. It's really seeing that most of these incidences are things that are controllable and can be mitigated. This approach is not trying to improve human behavior because people make mistakes, things happen. This approach states that a mistake shouldn't lead to someone dying or being seriously hurt. And it's looking at a system approach. The safe systems approach is not just an individual, it's the user, the driver, the bicyclist, it is everyone's responsibility,

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including folks in this room at the staff level, the engineers or policymakers, the planners, and the actual person using the system, to really take safety as the number one goal.

- The Safe Systems approach begins with the policies and the plans to make something that's safe for individual road users and it's also to design that system safely. But of course, things may happen, it may be a mistake, it is then back on the policymakers and the planners to identify what and where those things are happening? And how can we improve it to be to safer?
- Core principles are important and we especially see this across the country and world as communities implement of Vision Zero.
 - (1) Mode Shift, that's really understanding that more automobile use increases exposure and the way to decrease that is by having people use automobiles less, especially for trips where it's very easy to walk bike, or take transit.
 - (2) Designing safe streets is designing spaces where all users can use it safely.
 - (3) Creating safe speeds, because users travel at different speeds, so making sure that differential speed is not as large.
 - (4) Promoting a culture of safety, which is both external and internal. External to road users have safety in mind and internal to the city or agency to have policies, practices, and standards in place to address safety.
 - (5) Centering Equity. A lot of times what's been seen in many communities is that it's communities of color and/or low income that are disproportionately impacted by roadway safety. One of the key things is making sure that all the actions, all goals of the plan are addressing equity.
- Moving forward is taking those five items and identifying the actions to get to those goals. Usually, you'll see a plan broken into transformative action items that say "this action would really get us toward that goal." There are also many other supporting action items, things not by themselves to get to zero fatalities and serious injuries, but important supporting action items. Then, identifying leaders: an actual agency or department that will be responsible for each action item. And then having metrics that over time, you can see how well are we getting towards our goals.
- A data approach is being able to identify spatially where to prioritize projects and safety needs. This is by looking at data and historic data of where crashes are occurring for all roadway users and identifying a high injury, fatality network.
- Let's talk about what is in the Albuquerque Vision Zero Action Plan and how it compares back to the core principles. The plan has six thematic goals.
 - (1) Safe Streets- creating, designing, and engineering streets so that they can be used by all users. This goal has 12 action items
 - (2) Safe Speeds - getting down to that safe speed on the roadway so there's a safe interaction between all users.
 - (3) Policies, Regulations, and Practice that should be improved to get to a

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safe system.

(4) Education and Encouragement- what the road users and the community can do and changing their practices to promote safe use of the roadway.

(5) Walking and Rolling- this is really about the mode shift- how can we encourage people to walk, bike, use transit, and use automobiles less frequently.

(6) Data and Transparency- it's very data heavy for understanding where those issues are, how we track and progress, making sure that there is data available, there's transparency, and it's open and so that everyone understands what the issues are and why decisions are being made the way they are.

- High Fatality and Injury Network (HFIN) - This data analysis is from MRCOG, the MPO with crash data from 2015 to 2019. It looks at identifying the crash rates based on exposure, the number of vehicles of whether it's a high incidence of crashes occurring.
- In summary, what we really see from the plan is that it has those five core principles built in. Mode Shift and Equity, Culture are built into the plan. However, there are some missing items from the Vision Zero Action Plan such as a prioritization of the action items and the HFIN. There is also a lot of overlap, and the plan does not include clear lead agencies that are responsible for implementing each action item.
- Now we're going to talk through each of those thematic goals in a plan and talk through what we've learned over the past few months through talking and o staff, looking at progress to implement safety projects. We used a high-level level summary review: green is on-target, orange/yellow is the middle (some things on the way, some things are not). The red triangle means there are a lot of things not progressing.
- Engineering and Design. A few takeaways worth noting is that the Complete Streets Annual Street Maintenance program is very successful in creating more multi-modal streets. LPIs (Leading Pedestrian Intervals) give pedestrians a head start before cars enter an intersection and these have-been implemented across the city. The Louisiana Boulevard Project is including complete streets strategies and proven safety countermeasures. There's an improvement to address projects on the HFIN and it will be important to make sure there's a prioritization of those projects.
- Safe Speeds: the Automated Speed Enforcement program started in 2022 with several cameras installed across the city. The Downtown Safety Zone, which set 20 miles per hour speed limits. Street redesign is needed to get to safe speeds, not posting a sign. Then the evaluation of exactly where those reductions are needed.
- Policy Regulation and Practice includes the creation of GAATC, this group. And also having policies in place to create safe streets. Places for improvement include dedicated funding, which is very important, and also creating an internal facing coordination group. In this group, staff have the

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opportunity to share best practices, or track and trends or things that go in across departments and this encourages that safe system approach.

- Education and encouragement: Several things are on track here and examples include the outreach completed for the Louisiana Boulevard project. APS developed a safety curriculum. And then the Vision Zero is part of the City's internal driver's education.
- Walking and Rolling - the Complete Streets Annual Maintenance program is creating those spaces for more road users, the Bike and Trail Crossing Guide, and community events that encourage people to bicycle
- Data and Transparency, there's some room for improvement here. There is a fatal crash data or review that meets frequently. There are some opportunities for making sure that the data being looked at is linked back to actual countermeasures, and that those outcomes are sought. Opportunity increased tracking of those outcomes and to improve the sharing of the data.
- Richard Meadows: I was wondering about that slide where it had the arterials, is there coordination between this task or this action and projects that DMD is building to make sure that they're designed to be safer? How is their integration and coordination between the Vision Zero plan and the projects that DMD is building?
- Valerie Hermanson: Vision Zero is still really new within the city. We adopted it in 2019. This action plan that we're updating was completed in May 2021. And then we had nobody working on Vision Zero for almost a year. I feel like a lot of what I've been trying to do the last year is the education and outreach with our internal teams about what Vision Zero is and what are those countermeasures that we need to be incorporating into transportation retrofitting projects, but also, when we're building new roads. It's ongoing and part of what's been great about this process in putting together the Year-in-Review and the Prioritization Strategy is completing internal staff interviews with Parks and Rec and Planning, Mayor's Office, across DMD divisions, and others. What came from those interviews is there's a lot of opportunity for better coordination among all of our staff. Hopefully, that will also be one of the outcomes of this effort.
- Aaron Sussman: I want to build off what Val said. There's a second component to our scope of work to do some level of assessment. So both the prioritization of the corridors that are on the High Fatality Injury Network (HFIN), and then also to apply something of a feasibility like a "pre-feasibility" assessment, if you will, to look at what type of Vision Zero-related design measures could be applied along those corridors. We will look at ease of implementation, magnitude of costs associated and this will give the city a little bit more information they can use for project scoping into the future. It's building off the work Omar is presenting. Richard, to your point, hopefully giving the city a little bit more information that they could use as they start to develop projects in the future.

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- Aaron Hill: Thank you, that actually connects very closely to my question, which is a few slides prior, it says that streets should be redesigned, I believe. Street redesign is needed to get to safe speeds. Is this retroactive? And if this is retroactive with already constructed streets, what is the scale we're looking at for redesign?
 - Valerie Hermanson: This would be for future projects, not retroactively. This isn't identifying specific projects, but it's prioritizing them in a way in which if we do have funding, we can study and design a corridor incorporating safety countermeasures. In this process, we would consider, how to design the street to get the speed that we would like to have.
 - Omar Peters: We started to put together a database looking at all the projects the city has completed and projects in planning or design. The maps show the types of facilities and help us understand where projects are happening. Or as Aaron mentioned, it can give guidance to focus on projects on the HFIN.
 - Priority Focus Areas: We'll be reviewing the HFIN and vulnerable communities to understand where there are issues and creating prioritization. And we are also prioritizing the actions to focus on. The homework is trying to identify the low-cost and high impact action items that can be done to really reduce the number of fatalities and serious injuries that are occurring on the roadway. The first focus area is spatial, which is the HFIN and vulnerable communities. It's important to be able to quickly show someone the HFIN prioritization to demonstrate why we're prioritizing these roadways over others. It's also really important to be able to quickly simplify and end up kind of a snapshot of the roads being prioritized. The darker reddish orange colors on the HFIN are showing up as hotspots, however, full corridor do not always show up as hotspots. But when addressing safety, full corridors need to be addressed. This is the draft Simplified HFIN, which shows 46% of the fatalities from 2015 to 2019 occurred in these roads. Almost half occurred here, but it's only 15% of the roads in Albuquerque. And then because we've been talking about fast and wide roads, 72% of them are principal arterials, which move a lot of vehicles, not much else.
 - The Projects and HFIN map takes the information from the map with the projects earlier. It's a quick snapshot where are the projects occurring and how they overlap with the HFIN. The purple and blue are project lines. Yellow is that base map with the HFIN. So you can see there are some overlaps especially more in the core downtown area. But there's a lot of long segment, so principal arterials, especially further out east where there are indeed some projects addressing those issues there. So Aaron already talked about this, but one of the next steps is prioritizing those dangerous locations on the HFIN. That's one of the key next steps, but not part of this presentation today. We're focusing on is on the actions and identifying low cost, high impact actions.
- Prioritization Criteria: We identified three buckets. Feasibility of

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Implementation would be related to what's the appetite of the community, the agency, and the implementers to do the action. Required Resources are things like typical costs, or how expensive is it going to be, but it is also staff capacity to be able to support and implement this. And then the Level of Benefit is how much will this move us toward zero fatalities, zero serious injuries on the roadway. Higher priority items are when there's a high feasibility, the required resources the amount of staff needed, and the cost, the capital and maintenance costs needed are low or relatively low. And then the benefit is high. It's going to get us there to zero and so these are the items that should be prioritized. We have a few examples to walk through. This is a little peek into how we're thinking about this and applying this framework to 63 action items to be able to prioritize them. It also gets your brain process working through the different considerations and this will also be part of GAATC's homework.

- Next steps: we'll be coming back to GAATC in March once the action items have been prioritized. We'll be getting some input from the members, and taking some input also from the Technical Advisory Group. I want to give some background into the homework exercise we'll be sending out via a link to GAATC members this week. You'll be able to vote on action items you think are most beneficial, you'll be able to see the input from others and make comments just overall in general. That ends the presentation and happy to answer more questions. Thank you.
- Richard Meadows: It seems like going through the presentation, any action that would reduce speed should be a priority, because that's a big contributor to a lot of the fatalities and serious injuries. Is anybody aware how the new Manual on Uniform Traffic Control Devices (MUTCD) is going to change how we do speed studies? It seems like when a municipality does a speed study, it just reinforces the fast speeds that people are already traveling at. And my understanding is the MUTCD is going to change that so that it looks more at questions of safety, rather than just the 80th percentile of how fast people are traveling. Do you know about that Aaron or Tim?
- Tim Brown: I can jump in. Right now I would say the state of the practice is evolving. I think there's a general feeling that if you're going to set a speed limit by the 85th percentile speed, it is not necessarily the right way to do it. I don't know that just going out and changing the speed limit to what you want it to be is the right answer either though. There's a fair amount of discussion about this and I think everyone agrees. Omar's presentation stated that only rolling out and changing the sign is not going to work. There must be a change to the context of the road to kind of self-enforce that new speed limit. Certainly, in Albuquerque, I know APD is really short-staffed and their traffic enforcement is really pretty rare. We're cannot depend on enforcement to keep driver speeds down. For example, we must look for other tools such as signal timing on an arterial corridor to get a consistent speed and then we also need to have some press to see get the word out to let everyone know

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that if they go the speed limit, they will encounter green but if they're speeding, they're going to be stopping at every signal. Unsure of this impact. In the past when I've done signal retiming, I have achieved a positive safety benefit. And I'm hoping that's going to be the case here as well. But I can't guarantee that, you know, what we're going to try is actually going to be effective at changing driver behavior.

- Richard meadows: Thank you Tim that was helpful. In addition to the signal timing, is there any talk of like traffic calming projects on some of the arterials that could be solutions?
- Tim Brown: Not at this time. It's largely a question of resources. Right now we don't have any particular projects identified. Now, Val, of course, has presented along with the BHI on the Louisiana RSA project where we've done a little bit of work already, basically, changing some of the signal operations. And then we're looking at restriping, in an effort to improve safety for that section of Louisiana. But other tools are largely a question of resources. Ultimately, it's going to come down to a data-driven approach and where our money is best spent, and then tailoring projects to address those locations.
- Ryan Mast: How are projects are being prioritized more broadly? What thought process or what other processes might be going into that just regarding connectivity? When you're using a data-driven model, and the HFIN is highly important, especially when we're trying to reduce fatalities and serious injuries. Wondering how thorough is this process? Would you incorporate the movement of folks or things like uphill or downhill? How do we make sure we're not making sporadic improvements all over, but kind of not capturing the bigger picture where things are going? What's driving me to think of this is with some of the challenges with getting more bus drivers, obviously, that's now reducing the number of bus routes. Now, people may be more likely, and it's a big assumption, to look for alternative non-motorized options as well. We may actually see more people trying to move from one space to another using these. And so just in that bigger picture, just sort of an open question, how it how is that being sort of accounted for? Or what's the thought process for addressing that, that process and the prioritization?
- Omar Peters: Yeah, I'll start and then maybe Aaron, you can speak to the project part. One of the things that's really important is that the 63 action items in the plan are more goal related and more overarching. They're not project or location specific. It's really about on a thematic level, how much will this action item get us to zero. And I think on the project level, when you really get started, okay, this location is a priority location that needs addressing and here's a project that will help address it. A countermeasure is then identified, how do you prioritize those projects? I think was your question. I think Aaron might be able to speak a little bit more to that.
- Aaron Sussman: That's a really big question. And the sort of unsatisfying answer, of course, is that to look at things comprehensively requires efforts on a number of different levels. Omar is talking about the prioritization of

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programs and strategies and action items which is complemented by the prioritization of the HFIN corridor network. And then within that, we had the opportunity to look at exactly as Omar said, at location-specific design, options and possibilities that don't mandate the City to pursue those projects just yet, but identifies the kinds of things that might have benefits. But what you're talking about as well as sort of a comprehensive city or regional view. What roles that different corridors play. And then if you're going to apply traffic calming on major corridors, what are the impacts and what does that mean in terms of the spillover effects or other modes of transportation and other parts of the transportation system and other corridors. That then gets to a scale that's just a little bit above and beyond what we can do as part of the Vision Zero planning work. And that's where the coordination between the City and MRCOG is important. The role that different regional corridors play is really critical. So I guess to sort of synthesize all of that it's the work that we're doing is sort of one component of a much larger piece of the puzzle. And that's where I do think it's really exciting, though, that we're getting a chance to look at the programmatic and the policy recommendations and priorities. Through the work that Omar presented, we get to complement that to look critically at what are the design possibilities and options, and some of the corridors that have the strongest or some of the worst safety outcomes. And then, you know, the idea is that the network goes back into the regional planning process to think about what's the role that those corridors play. So it's not all addressed through this effort, but there are mechanisms to take this effort and then build on them.

- Dan Jensen: I agree about the issue about the wide boulevards and arterials being significant barrier to alternative modes of transportation, for both walking and bicycles, and that's going to be a really tough nut to crack. It's will take a long time, I'm afraid. And I also agree with Richard about speed being a high priority, and that we need to look at designing for speed. I agree completely with Tim's comment that we can't only post a slower speed limit and expect people to obey it. Road must be designed to influence speed and provide a feedback to the driver that says you're going too fast. If you want people to go 35 design for 35, don't design it for 50 and throw up a 35 sign. Or like Coors Boulevard, design for 60 or 65 and put up a 45 and expect people to follow it. We've got a lot of challenges ahead with regard to that. With regard to speed limits, I think we also need to be concerned about how we're going to deal with e-bikes on our recreational and multi-use trails. That's a speed issue too. And the other issue is to the extent that multi-use trails are considered part of our transportation infrastructure, they need to be maintained properly. If there are no objections from the presenters or the GAATC members present. I would like to allow questions from the public at this time. Is there are there any objections? Hearing none, do any of the other panelists or members of the people attending the meeting that aren't GAATC

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members- If you would like to ask a question, please raise your hand and Valerie will unmute you so you may speak.

- Valerie Hermanson: Mr. Chair, we have Ben.
- Ben Garland: Hi, sorry, my microphone wasn't working at the beginning of the meeting. But I'm here now. So I just want to do a little quick introduction. My name is Ben Garland. I'm a member of the Transit Advisory Board and Bike ABQ. Although these views are my own. I want to thank the City and MRCOG employees and everybody else who's helping make the Vision Zero possible. I really liked Omar's presentation. But I'm wondering about the details of turning this into reality. Some of the comments already have touched on some of this. My comments are based on what I've seen in other cities, not a criticism of Albuquerque at all. So often these Vision Zero goals are adopted and put into general planning guidelines. But then when it comes to actual implementation, they're kind of ignored. Because people say of course, we want to reduce pedestrian injuries and bicycle car conflicts and things like that. But we need to maintain 5000 cars per day in this corridor. So unfortunately we can't put in speed tables or anything else that would slow down cars". With that said, I'm wondering what is Albuquerque going to do to ensure that Vision Zero and complete streets is actually 100% the most important priority? Is there a timeline as far as the goals towards getting to Vision Zero, like how many streets or intersections or miles of roadway per year or reduction in injuries and the HFIN? Is that wrapped into the goal somehow?
- Valerie Hermanson: Thanks for your question, Ben, this is Val and I can try to answer this. But Tim, or anyone else, please feel free to chime in. With regard to implementing Complete Streets policies and the Vision Zero framework, like I mentioned earlier, it's going to take some time to really weave it into our existing policies and procedures, which we're working on. We do have a Complete Streets ordinance, which was passed in 2015. And I feel like the City does a good job of implementing that ordinance. Throughout our stakeholder and staff interviews, I feel like not one person missed mentioning that as one of the positives. It's about taking little bites and incrementally implementing change on our roadways. And one of the benefits, and this is a comment from one of the folks we interviewed, is that as we incrementally change our roadways, it's also allowing folks to get used to seeing different modes on our roadways and seeing different types of infrastructure. We are a very auto oriented city. Through the Complete Streets repaving process, in 2022, alone, we added/improved over 10 miles of bikeways. And so that's increasing the opportunity of people driving or others on the road to see the change and see people bicycling. And then related to your question about the goals and the timeline to addressing the High Fatal and Injury Network and other unsafe corridors in our city. The goal for Vision Zero is to eliminate traffic deaths and serious injuries by 2040. We don't have specific annual goals at this time. A lot of it is contingent upon funding and staff capacity. I

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think through this process we are identifying the low hanging fruit or those near term, low cost, high impact things that we can implement more quickly. And we are going to keep track of those things from the year to year and monitor them through our crash data to see if we're making meaningful change for our communities. But those larger construction projects to reconstruct corridors is a little trickier to put a goal to, because, again it's contingent upon on funding to be able to implement those types of projects. And then related, it's also political. Our local elected officials play a big part in that too. And I want to encourage everybody to get acquainted with your City Councilor and let them know what your priorities are. That can help to identify what we work on as staff. It's not always staff driven, what transportation projects work on. I hope that helps answer your questions.

- Dan Jensen: I want to thank Omar and Aaron for that great presentation. I'm sorry, I missed part of it. I trust this is going to be made available to the least the slide deck will be made available to us so I can review what I missed. Again, technical glitches, that's the only problem when you're having an electronic meeting when something goes wrong, it usually goes wrong, bad. So thank you guys for a really good presentation. Good to see you again, Aaron. It was good to meet you virtually Omar, and we can move on to the rest of the meeting,

• Staff Reports

• Municipal Development (DMD)

○ Engineering

- Tim Brown: We were testing new signal timing on San Mateo, prior to the winter break. We should be implementing the final timing this week or next and there will be, I would say fairly significant changes to how some of the signals operate. The sequence of operation when the left turn arrows come on and that kind of thing. But based on initial measurements, there should be significantly less delay which means from a safety point of view, there will be less queuing at the signals, which reduces right-turn collisions. I've had good luck in past retiming efforts in reducing rear-end collisions when the progression is better. The corridor also, as part of the timing, we also updated leading pedestrian intervals at Academy and San Mateo. We had a leading pedestrian interval for one of the dual right movements, but not the northeast dual right movement. Now all of the pedestrian movements around both of those do have rights or are leading pedestrian intervals should make it a little bit better for pedestrians as well. So like I say that you'll see those types of changes going into permanent effects here in the next two weeks. Anyone who has been driving in San Mateo, particularly prior to the winter break, probably saw some unusual signal operation and those will end up becoming permanent. Other than that, we're waiting for the weather to warm up to start striping. We have a number of locations that we were not able to get to last fall before the weather got cold. Fairly high on that list is going to be at Marble and Girard. We're able to do a little bit of work at Carlisle and Mackland, but we should be able to get all that finished up as well. Once the weather gets



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warm and we're able to put in permanent striping and Carlisle Mackland location will also include school flashing beacons and an RRFB.

○ Vision Zero

- Valerie Hermanson: I wanted to circle back around about the Louisiana Boulevard Vision Zero Improvement Project to thank you all again for your support. We're going to the Design Review Commission (DRC) on January 17, with our 30% design review. I'll be sure to keep you in the loop as that project moves forward.

I also received a request for our consultants to provide a presentation about three bike gap closure projects that this committee helped to identify: Claremont Bike Boulevard study, the Bear Canyon Arroyo Wayfinding study, and San Pedro Buffered Bike lane study from Zuni to Menaul. I'm working with our consultants to put together a presentation. It'll either be at the next meeting or the meeting after that depending on scheduling.

I've mentioned throughout the last few months that we brought on consultants to update our Bicycle and Trail Facility Plan. And as part of the update to that plan, we're putting together a Stakeholder Advisory Committee comprised of bike advocates and representatives of community-based organizations to kind of help steward this process, make recommendations and of course, help us get the word out, and publicize it to our communities. We're inviting the Chair and Vice Chair of different committees throughout the City to participate on that committee, including GAATC, Greater Albuquerque Recreational Trails Committee (GARTC), and the Transit Advisory Board (TAB). We first reached out to Chair Jensen and Vice Chair Mast to see if they would like to participate. So far we've confirmed Mr. Chair's participation and then Vice Chair Mast wanted me to mention that we're putting together this group at tonight's meeting to see if a second participant would be interested in this committee.

- Ryan Mast: I appreciate that. And, I'm more than happy and would be excited to participate in this process. Wanted to open it up to anyone else if there was anyone else on GAATC that was eager to participate. I certainly want to be able to share the different opportunities for additional engagement. So I'll just leave it at that to see if there was any other members that really wanted to do the other otherwise, I would gladly accept the invitation to join.
- Valerie Hermanson: I should note that at the next GAATC meeting in February, we're going to have our consultants do a presentation about that Bike and Trail Facility Plan update. So if you don't participate in the stakeholder group, there will be frequent updates to the committee as a whole.

● Council Services

- No staff present.

● Parks and Recreation

- Cheryl Somerfeldt: We're looking forward to the Bike and Trails plan and collaborating on that plan. The Alameda Open Space Trailhead project, which we've talked about in past meetings, will be moving forward. We're currently working on the funding aspect



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with the Water Authority. They will be replacing a lot of the trees that will be removed with the solar installation. There will be a huge solar installation over the existing parking lot. That is expected to start in the fall of this year, but at this time, keeps getting pushed back. Then we will work step by step on the trail updates. And I wanted to let Dan specifically know that Sites Southwest is aware of the memorial bike rack, and we will definitely be consulting you when that when the time comes on the removal or replacement of that The City Forester went out there to look at those tree roots and they identified the area where you had the accident and hopefully we'll be able to make some remediation to those trees. Although, I know that that's really difficult because we're always trying to balance the trees with the trails.

We're working on the Arroyo Trail Study, which is in the master planning stage and because there will be a master plan amendment that will extend it between Unser and Universe. Phase one potential construction would be a section of trail between what is Golf Course Road and Tuscany Park. This seems to be the section of trail that will be the easiest to construct with asphalt in the future. If you have any comments, we're always looking for comments, from trail users.

The I- 40 gap feasibility study will begin once DMD provides the go-ahead.

And the North Diversion Channel - we're working with TYLin on a new scope of work. It's likely the project will be more focused on the Balloon Fiesta area, at least for the time being, and then our internal crews might be doing the remainder of the trail. But that'll be good for those who are concerned about the Balloon Fiesta area. And we're working with Bike ABQ on a plaque for Gail Ryba Bridge. We're looking for photos of Gail Ryba if anybody might have them. The Tom Bullock extension is still moving forward. We submitted the work order. I'm sure some of you are probably aware that there's that pinch point. So there'll be a place where people will turn back around, but the lighting will continue on to illuminate some of those areas that we have issues with vagrancy.

- Planning
 - No updates.
- ABQ RIDE
 - Carrie Barkhurst: Unfortunately, we continue to miss a large amount of service each week due to our driver shortage. Over the past four weeks or six weeks, we've had between 5 and 10% of our service hours missed. It's random and unpredictable and we understand the frustrations. The good news is that we did get approved to do another service reduction. This is reducing our already reduced service, unfortunately, but it will make the service that we are putting out more reliable because we'll have enough drivers to do all the runs even if one or more people call in sick. On the transit homepage, there's more information so that you can review what changes are proposed to each route: <https://www.cabq.gov/transit>. We're accepting comments through January 20th. If you do use transit or know people who do and rely on it, we especially want to hear from those people to make sure that we're making this as pain-free as possible.



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ABQ Ride Forward is our service plan that we're working on with Toole. We finished our first phase of Public Engagement and we're reviewing input. And over the winter, we had a design retreat where we developed two different options of what our service could look like. One option is focused on getting the most riders on the bus. The second option looked at a system that would have a bus route as close to as many people as possible. And in that situation, service would be infrequent, but you wouldn't be stranded. They're kind of two bookends almost of what our service could look like. Toward the end of February, we will be starting the second phase of public engagement and talking to people about these options. We'll have focus groups and a survey that we'll share with GAATC. I think we will probably work with Val to get on the March agenda to give an update and hear your thoughts are on these two different options. After that, we'll take it to our City leadership and the City Administration. They will consider all the facts in the public input and make a recommendation of what our system might look like if we decide to make a change. I think that project is anticipated to wrap up around the end of this year, but it's not a fixed deadline.

We're also working on a project at the Uptown Transit Center. Currently, it's a platform where you can transfer and catch a different bus, but there is not much there. Ultimately our plan is to redevelop the whole site. We are working with a development partner to turn it into a mixed-use development. The whole block is three acres and we would have about 450 new dwelling units, and I think 30,000 square feet of commercial and retail space. It may be like an entertainment destination with some restaurants. It brings people to a high-capacity transit connection because one of the ART lines ends at Uptown. It also opens up more opportunities and more active transportation choices. It also brings more people to Uptown, which is supposed to be like an urban center. Right now, there's not a lot of housing in that area. We are applying for a grant and ABQ RIDE would like to request letters of support from the committee. If it's something you could consider, we can provide you with some like bullet points about the project. I would need to get something next month, because our application deadline is mid-February.

Council is still considering changes to the fare structure, and replacing the zero fares with a pass system that you can get a free pass or you can pay \$1 per trip. That's ongoing, and I don't have many details on it. But there's opportunities to speak at City Council meetings to share your perspective.

- Dan Jensen: With regard to the project where you're applying for the grant, Valerie, if we produced a resolution that we are a support letter resolution. We did that at our February meeting, which is scheduled for what the 13th? If we approved that at a 13th meeting, would that be sufficient time for you to incorporate it into your grant?
- Carrie Barkhurst: That would be, yes.
- Dan Jensen: Please put this on the agenda for the February meeting.

- Sustainability



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Albert Lee: In December, we had a public engagement meeting for our Climate Action Plan focused on transportation. Valerie and Carrie were generous enough to speak during the meeting, and we're looking for public feedback about that meeting. If you were not at the meeting, there's a recording that you could view online: <https://www.cabq.gov/sustainability/climate-action-plan/climate-action-plan#CAP-community-engagement>. There's a survey that's available on the website, as well. We would appreciate any feedback on that. Or if you could also advertise that to any people that you associate with. That would be much appreciated. The survey will be open through the end of the month. Thanks for your attention. And I hope to hear back from all of you.

- Bernalillo County
 - Julie Luna: I would like to address a comment that came up earlier that Scott Key had asked about - Sunport Boulevard extension project. The Sunport Boulevard extension project is a Bernalillo County project. And unfortunately, the eastern terminus is at the interchange and it doesn't extend beyond interchange. In 2017, as this project was coming forward, there was a South Valley Multimodal Study commissioned by City Councilor Isaac Benton through the Mid-Region Council of Governments to look at gaps. In the South Valley near Downtown and one of the largest gaps was connecting the end of this project to the trail system that runs along University Boulevard. This has been on the radar for Bernalillo County, City of Albuquerque, DMD and Parks and Recreation. Unfortunately, there is currently no plan identified to extend the Sunport Boulevard project to University Boulevard. Also, I know I'm a staff member and I can't bring up agenda items, but Navy Encinias went to Spain. I know it's all about Flamenco, and it was very prestigious, and an amazing event that he got to participate in. I see Navy around town on the bicycle and I wanted to ask if at GAATC sometimes members come and share their experiences traveling all over the world. And if Navy wasn't totally immersed in Flamenco and saw any cool bicycle infrastructure in Spain and if he could share them at some point.
 - Dan Jensen: I did recall that when you presented on the Sunport project that you did say unfortunately, there was a dead end, as was pointed out. Thank you so much.
- MRCOG
 - No staff present.
- NMDOT District 3
 - No staff present.
- **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.
 - Cheryl Somerfeldt: I wanted to add two of the things. MRCOG is working on a trail count study right now. If anybody has an interest in where they might want to have trail counters placed in the future, that's something that they're looking into right now with their consultants, Parametrix. It's currently the state grant season. And I know Valerie



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was saying earlier that it's really a good idea to get to know your City Councilors. But it's also would be really great if you could advocate for the things that you would like to your state representatives, especially trails. We're going to put out a memo to talk to neighborhood groups about how to advocate for the things they're interested in. But you're perfectly welcome to do that on your own. Thank you.

- Scot Key: Thanks to Julie for getting real fast in terms of getting back with information. Despite its sad nature of that but, I appreciate the quick public customer service with that. And it also, I think is a helpful lesson to think about as we go into the next edition of the Bike and Trail Facility Plan. I don't think our understanding of how e-bikes might change things was quite what it was back in 2017 as it is now and moving forward. I know many folks are like, "who would want to cycle up that hill of Woodward and Sunport. That's crazy." But that's not so crazy when we're thinking about the e-bikes. So something to think about as we make those next steps to not replicate the mistakes we might have made in the past. Thank you.

- **Next Meeting:** February 13, 2023, 4 – 6 pm
- **Meeting adjourned at 5:40 pm**

DRAFT



VISION ZERO ACTION PLAN YEAR-IN-REVIEW

GAATC PRESENTATION #1

JANUARY 9, 2023

Valerie Hermanson
Public Works Strategic Program Manager
Department of Municipal Development

Omar J. Peters
Project Planner
Toole Design Group



vision zero

- 1 Vision Zero and Best Practices**

- 2 Albuquerque Vision Zero Action Plan**

- 3 Progress Towards Vision Zero**

- 4 Vision Zero Priorities**

- 5 Next Steps**

- 6 Discussion / Q&A**

Albuquerque Vision Zero Action Plan Year-in-Review

Purpose



PLAN COMPLETED
MAY 2021



SIXTY-THREE
ACTION ITEMS

Purpose

- Review progress from the first year of the Plan
- Identify action items and programs to prioritize

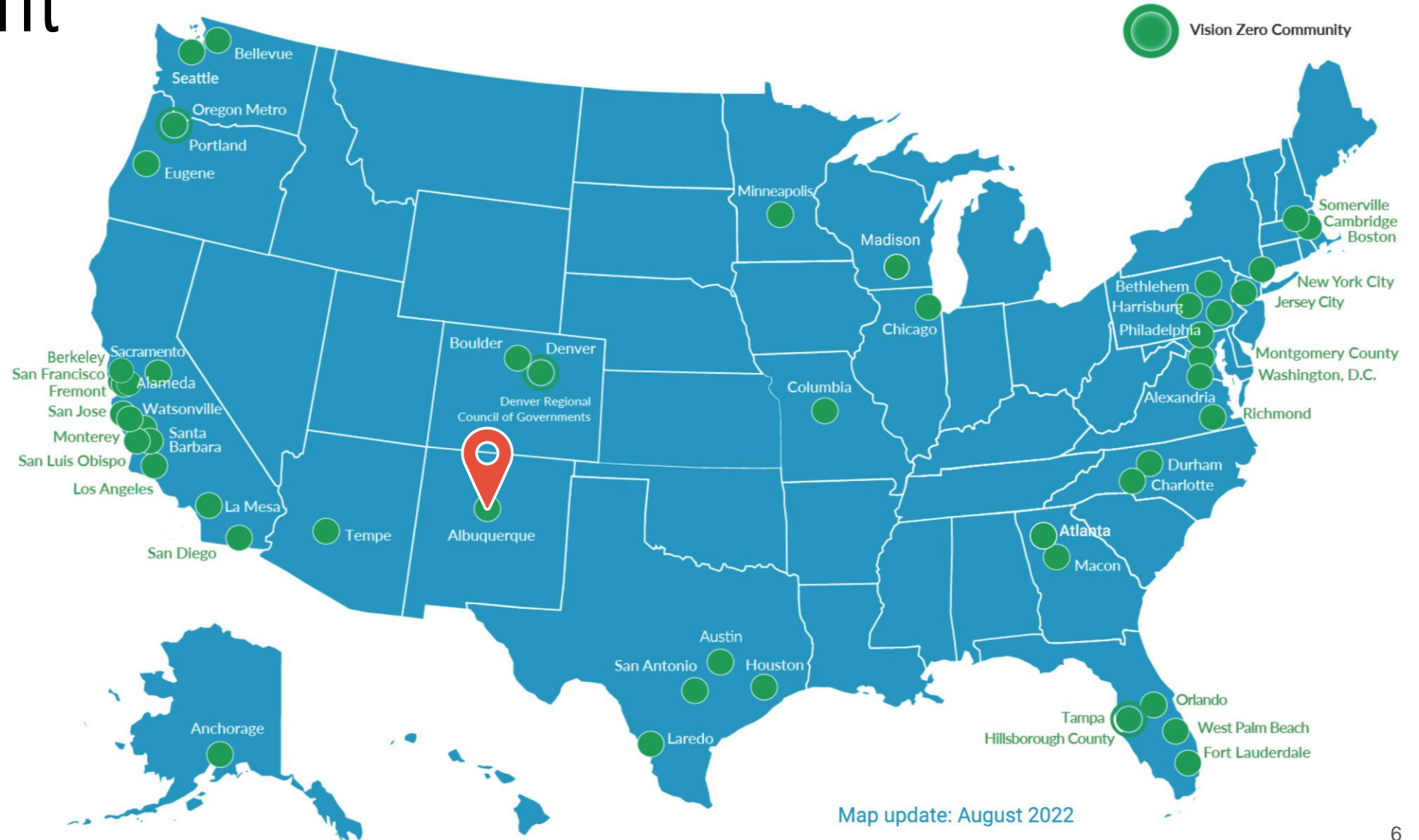
1

What is Vision Zero?

Vision Zero is an approach to transportation safety that accepts **no loss of life or serious injury** on our transportation system.

A National Movement

VISION ZERO NETWORK



Map update: August 2022

source: visionzeronetwork.org

How is Vision Zero Different?

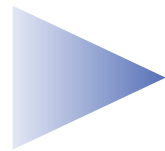
Traditional Approach	<i>Vision Zero Approach</i>
Traffic deaths are inevitable	<i>Traffic deaths are preventable</i>
Prevent collisions	<i>Prevent death and injury</i>
Perfect human behavior	<i>Integrate human error into approach</i>
Individual responsibility	<i>Safe Systems approach</i>

The *Safe Systems* Approach

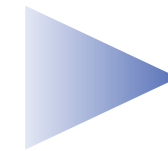


Action Plans' Core Principles

- 1) Supporting mode shift
- 2) Designing safe streets
- 3) Slowing speeds
- 4) Promoting safety culture
- 5) Centering equity



- Transformative/Key Action Items
- Supporting Action Items



- Leaders/owners
- Evaluation metrics

High-injury Network (HIN) or High-fatality and Injury Network (HFIN)

The most dangerous corridors to prioritize safety investments

2

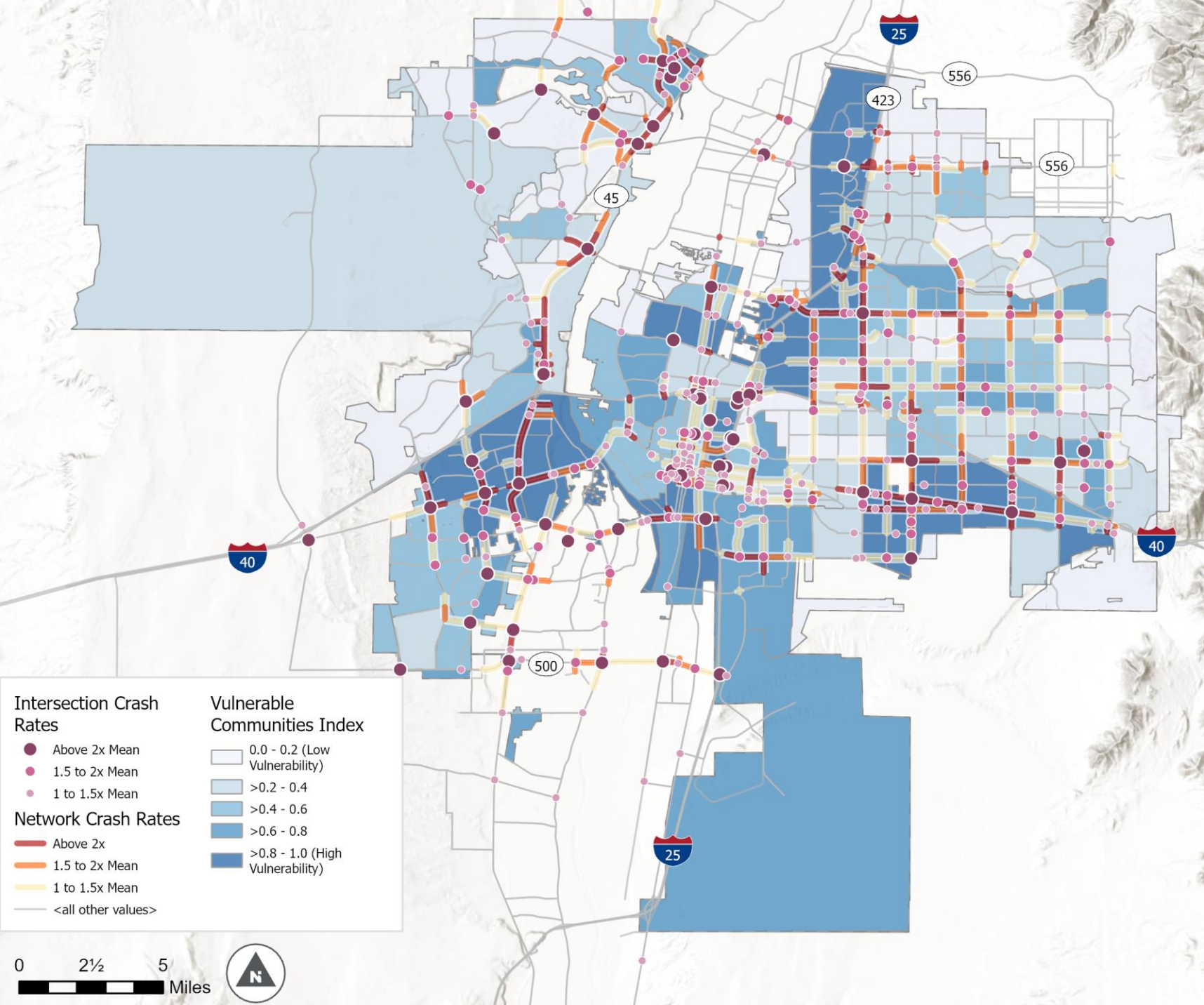
Albuquerque's Vision Zero Action Plan

Albuquerque Vision Zero Thematic Goals

Engineering + Design	Safe Speeds	Policy, Regulation + Practice	Education + Encouragement	Walking + Rolling	Data + Transparency
Prioritize the safety of all road users using Complete Streets design principles	Implement speed management	Establish equitable policies, regulations, and practices	Promote a culture of safety and care among all road users	Increase opportunities for people to safely walk, bike, use mobility devices, and take transit	Use data to make decisions, prioritize funding, and evaluate traffic safety projects
12 action items	5 action items	17 action items	10 action items	8 action items	11 action items

High-Fatality + Injury Network (HFIN)

HFIN analysis provided by MRCOG
2015-2019 crash data



Summary

Includes

- ✓ The five core principles
- ✓ Action items on safe design, safe speeds, and shift to active modes
- ✓ Centers equity

Missing

- Prioritization of action items and HFIN
- Distinct themes – action items overlap
- Clear lead agencies

3

Progress Towards Vision Zero

Progress and Accomplishments



**Many Action Items
are Being Accomplished**



**Some Action Items
are Being Accomplished or are Underway**



**Little to No Action Items
are Being Accomplished**

Engineering + Design

Progress Review



- ✓ Complete Streets Annual Street Maintenance
- ✓ Leading Pedestrian Intervals (LPIs) at 15 locations
- ✓ Louisiana Boulevard project
- Need to prioritize projects in areas of need (e.g. HFIN)

Safe Speeds

Progress Review



- ✓ Automated Speed Enforcement cameras
- ✓ Downtown Safety Zone with 20 mph limits
- Street redesign needed to get to safe speeds
- Need evaluation of speeds and recommendations for reductions

Policy, Regulation + Practice

Progress Review



- ✓ GAATC set up as an external stakeholder group
- ✓ Policies in place – Vision Zero Action Plan; Complete Streets
 - Need a dedicated funding program or legacy program
 - Opportunity for an internal stakeholder group

Education + Encouragement

Progress Review



- ✓ Louisiana Boulevard outreach efforts
- ✓ Traffic Safety Tip of the Week / “Look for Me” Campaign
- ✓ APS curriculum in development
- ✓ Vision Zero incorporated into city driver’s education

Walking + Rolling

Progress Review



- ✓ Complete Streets Annual Street Maintenance
- ✓ Bike and Trail Crossing Guide completed
- ✓ CiQlovía, Bike 2 Wherever Day, Bike Thru Burque Week
- Arterial roads, wide and fast roads are barriers

Data + Transparency

Progress Review



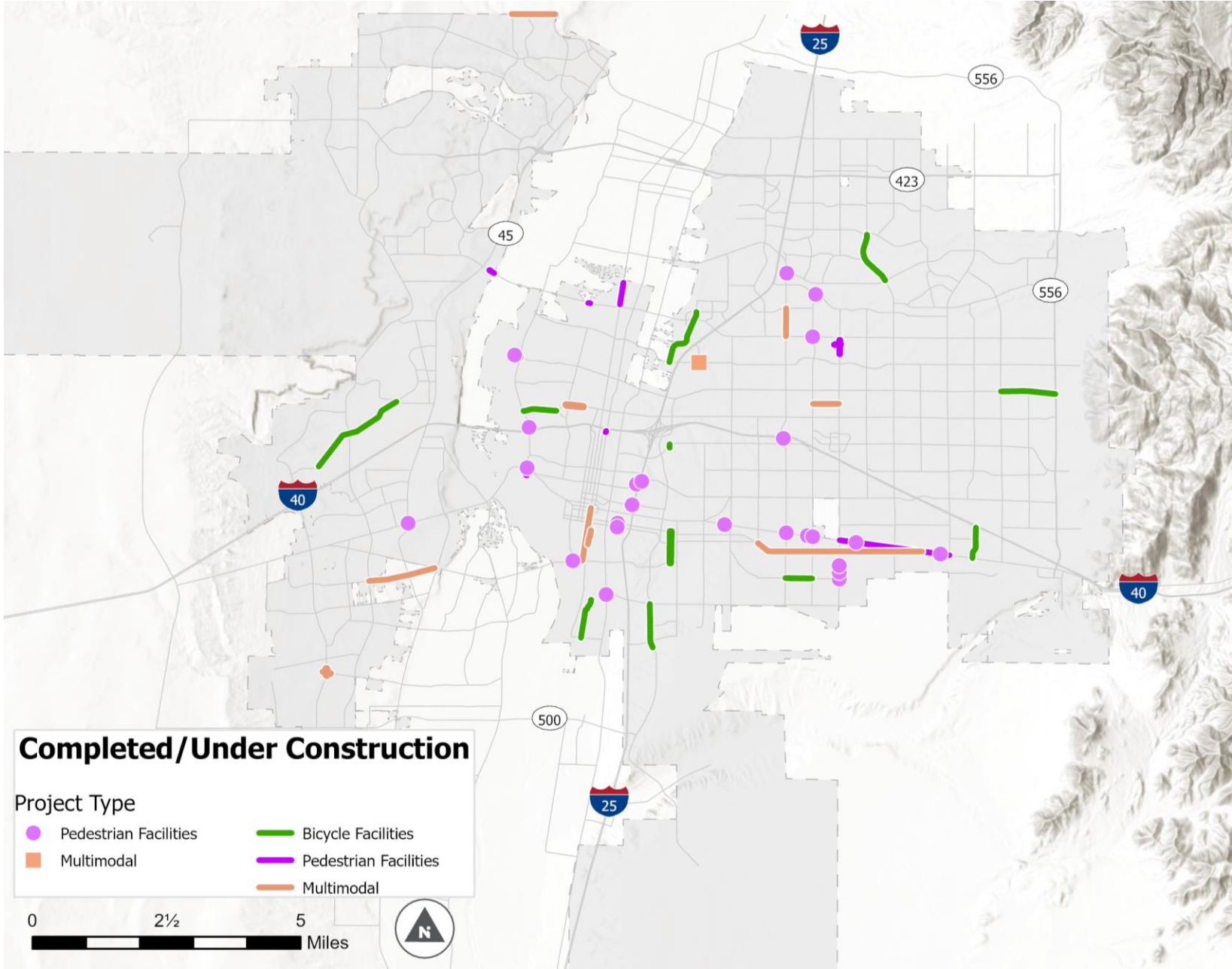
- ✓ Fatal crash data review working group
- Need to link data to implemented countermeasures
- Opportunity to increase tracking of outcomes
- Opportunity to improve publicly sharing data and outcomes

Map of Projects

Completed

59 projects

completed or
under construction

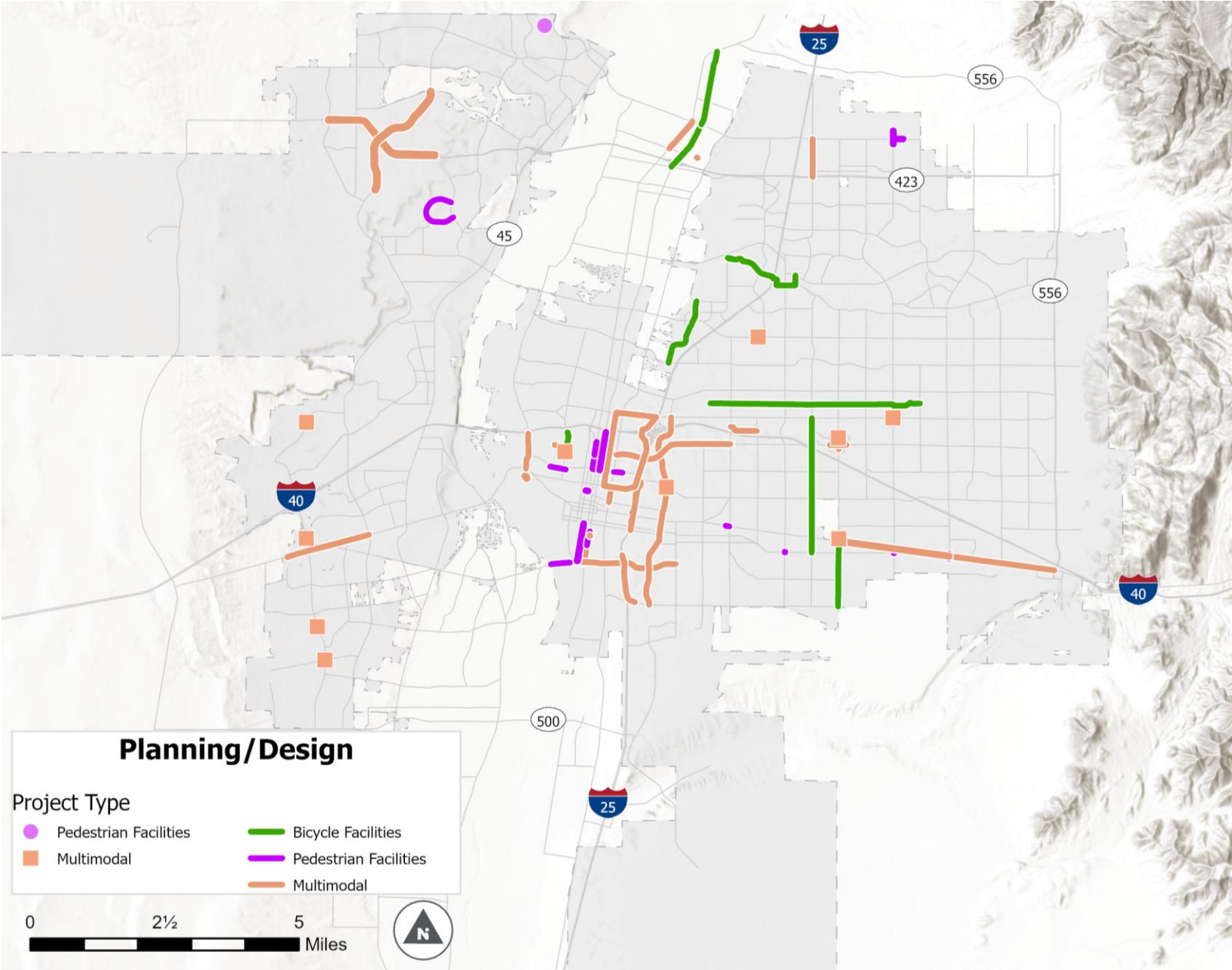


Map of Projects

Planning/Design

65 projects

in planning, being studied, or in design phase



4

Vision Zero Priorities

What Should Albuquerque Focus on Next?

Priority Focus Areas

Spatial: Where to focus?

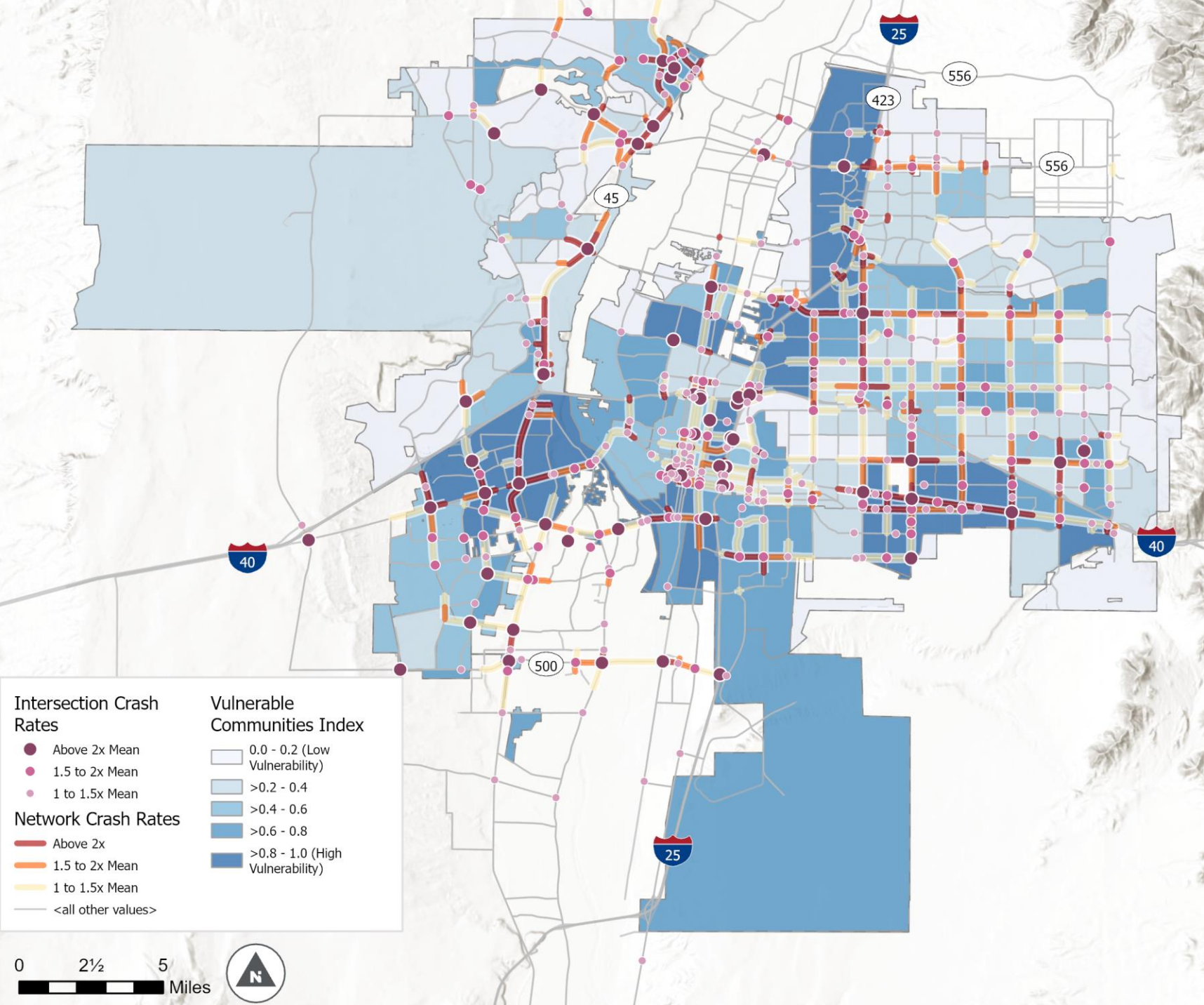
- HFIN
- Vulnerable Communities

Actions: What to focus on?

- Low cost
- High impact

High-Fatality + Injury Network (HFIN)

HFIN analysis provided by MRCOG
2015-2019 crash data



Simplified HFIN

46%

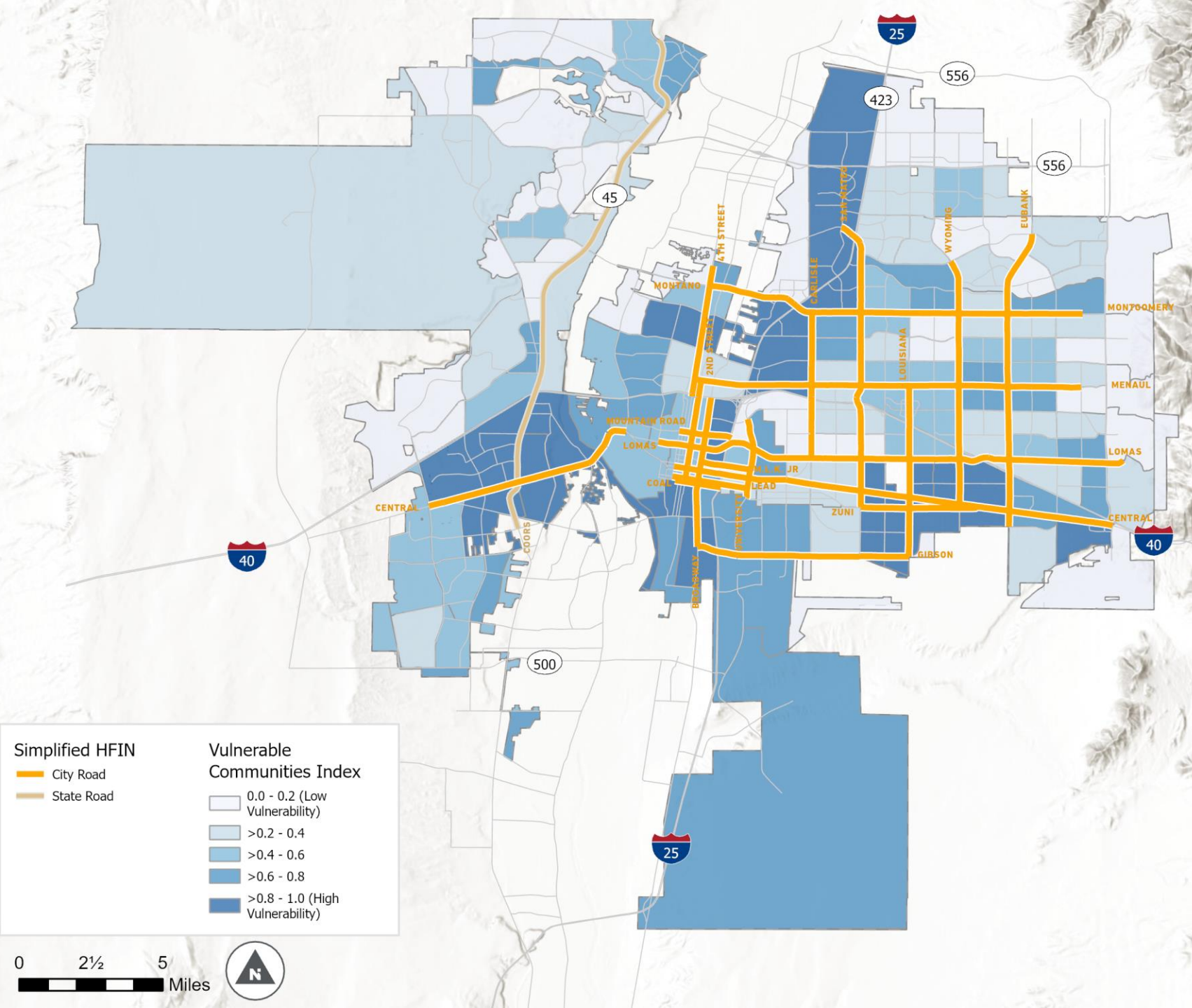
of fatalities occurred on these 20 corridors (2016-2020)

15%

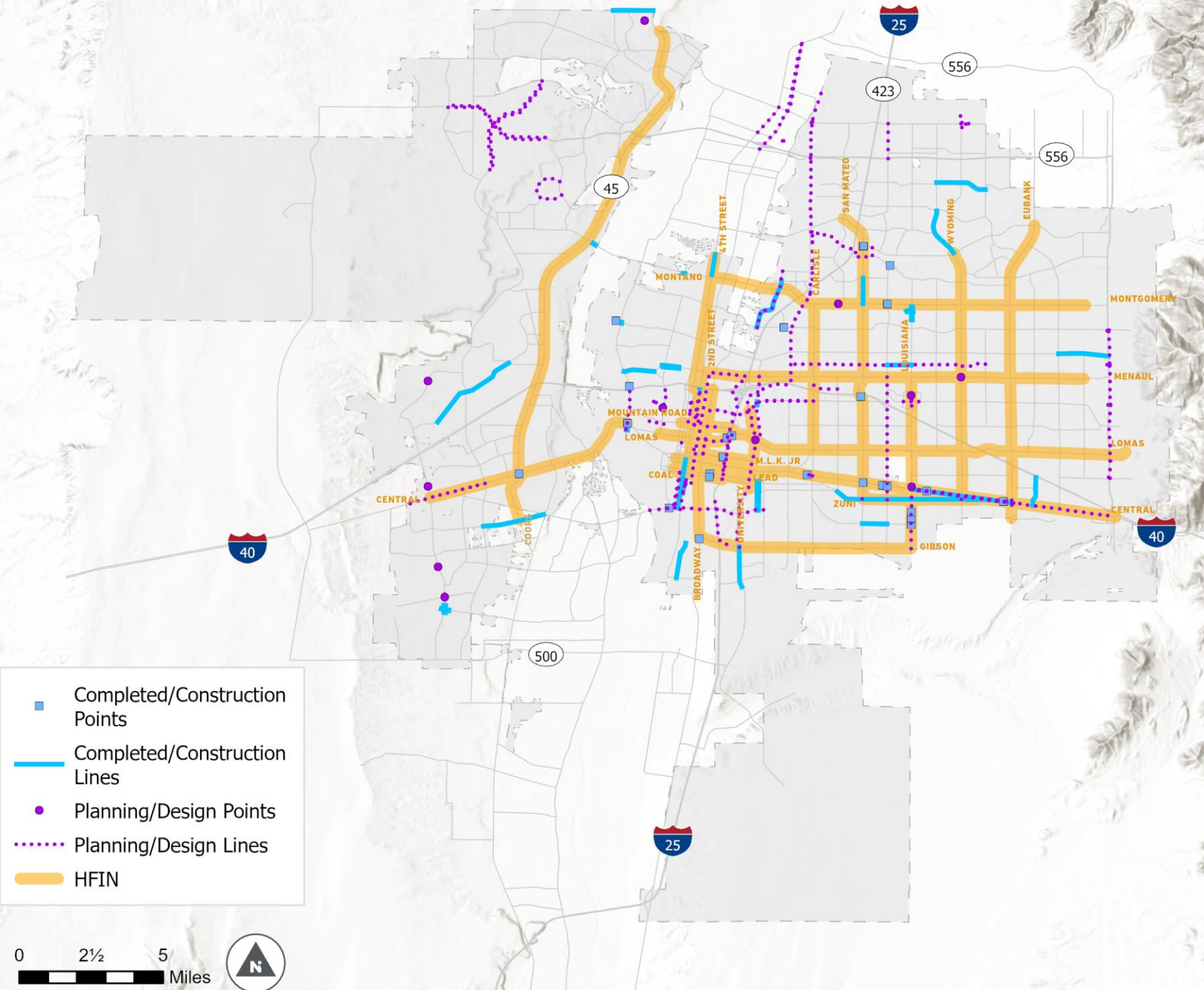
of road miles in Albuquerque

72%

are Principal Arterials



Projects and HFIN



Priority Locations

Next Step:

Identify Priority Locations and Potential Strategies

- Prioritize dangerous locations
- Consider projects that address safety issues at dangerous locations
- Include recommendations in the Bikeways and Trails Facility Plan update

Priority Focus Areas

Spatial: Where to focus?

- HFIN
- Vulnerable Communities

Actions: What to focus on?

- Low cost
- High impact

Prioritization Criteria



Sample Prioritization

Example Actions	Feasibility of Implementation	Required Resources	Level of Benefit
Retrofit principal arterials	Medium	High	High
Reduce posted speeds	High	Low	Low

Draft Priority List

Transformative Next Steps

Actions that will be the most beneficial to get Albuquerque to zero roadway fatalities and serious injuries and have low required resources and high feasibility

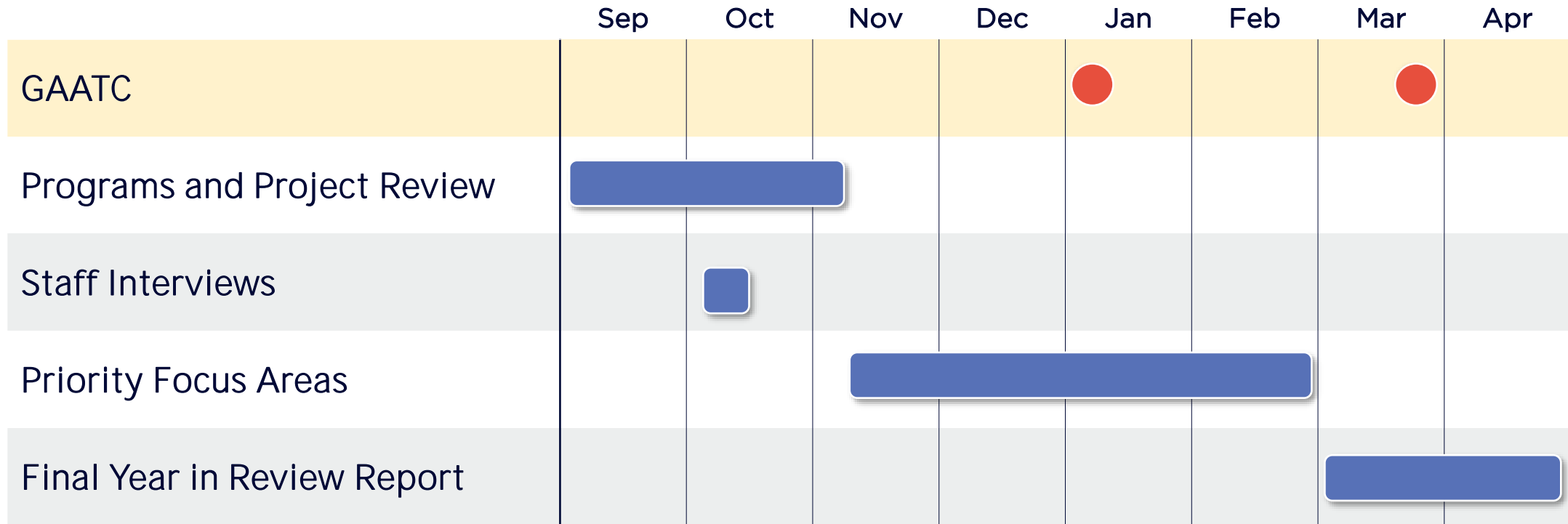
Supporting Actions

Additional actions that are less beneficial but will help to incrementally achieve Vision Zero over time

5

Next Steps

Schedule



Also includes three meetings with the Vision Zero Advisory Group (VZAG)

“Homework” Exercise

1. Select goals that would truly reduce road fatalities and serious injuries to zero.
2. Provide additional comments on each of the goals.

Questions?
Open Discussion

THANK YOU!

Valerie Hermanson
vhermanson@cabq.gov

Omar J. Peters
opeters@tooledesign.com