



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

August 14, 2023 | 4:00 – 6:00 PM



Meeting will be held virtually.
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**
- **GAATC member introductions**

[] Ryan Mast (Acting
Chair/Vice Chair)
NE Quadrant

[] Dr. Naomi George
SE Quadrant

[] Vacant
NW Quadrant

[] Vacant
SW Quadrant

[] Richard Meadows
Pedestrians + Transit Users

[] Josiah Hooten
Bicyclists

[] Vacant
Represent individuals
w/a Disability

[] Aaron Hill
Youth (Under 24)

[] Lanny Toning
Older Adults (over 60)

- **Staff introductions**
- **Members of the public introductions**

- **Approval of August 14, 2023 Meeting Agenda**
- **Approval of July 10, 2023 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 (must be received by 4 pm on August 14, 2023)** to be read into the record **OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Presentation**
 - **PeopleforBikes City Ratings**, Rebecca Davies, City Ratings Program Director, PeopleforBikes

Next Meeting: Monday, September 11, 2023



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

August 14, 2023 | 4:00 – 6:00 PM



- **Discussion / Action Items**
 - Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled)
 - Zoom meeting format - committee member discussion
 - No action items

- **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:** September 11, 2023, 4 – 6 pm

- **Adjourn**

Next Meeting: Monday, September 11, 2023

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



Committee Members Present

Ryan Mast (Acting Chair/Vice Chair)

Aaron Hill

Richard Meadows

Committee Members Absent

Dr. Naomi George

Josiah Hooten

Lanny Tanning

Staff Members Present

Carrie Barkhurst (ABQ Ride)

Tim Brown (DMD)

Tara Cok (MRCOG)

Albert Lee (Sustainability)

Whitney Phelan (Parks & Rec)

Jenae Robertson (TYLin)

Cheryl Somerfeldt (Parks & Rec)

Seth Tinkle (Planning)

Visitors Present

Althea Atherton (Together for Brothers)

Dianne Cress (Bike ABQ)

Ben Garland

Scot Key

Steve Pilon

Peter Rice (Downtown Abq News)

Ana Rios (Together for Brothers)

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



Omar Villezcas (Together for Brothers)

Ryan Mast called the meeting to order at 4:04 pm.

- **Approval of August 14, 2023 Meeting Agenda**
 - No quorum to approve agenda
- **Approval of July 10, 2023 Meeting Minutes**
 - No quorum to approve meeting minutes
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
 - Steve Pilon: Just 2 items- Housekeeping; one of the board members brought up the issue of this user un-friendly webinar format that you're using, I don't see any discussion of that on the agenda. I'd like to see you guys transition away from this webinar format that makes it very difficult to participate.
I also noticed on the agenda there are still 3 vacancies; I know people have applied for this board and I don't see any action on getting this board filled. I know Alex Applegate lives in the NW quadrant and he's applied for the position, and I still don't see any action on filling these positions. I thought the presentation by the guy from the city last week was informative, but it wasn't really germane to filling the slots. I just would like to see some progress on those two issues. -Thank you.
 - Ben Garland: I've got a few things to comment on, I'm going to go really quickly but I will send this to Val in an email later. I was wondering if the city could add more useful information to the bicycling page on the city website. Currently it just is a bunch of map links and really old documents. It'd be great to have a continuously updated list of what progress has been made every month; when a road gets restriped, bike lane gets added, new signals that are relevant to bicyclists get installed and an intersection-whatever it might be. That'd be really great to have some sort of public facing information. A list of upcoming projects, things like that.
The next one is, I wanted to know what the status of improving wayfinding on the trails is. For instance, if you're on the North Diversion Channel when you're passing under, various roadways, there's no signage above the trail, on the side of the bridge or anything to really tell you what road you're passing under. That seems pretty basic. I was wondering what is the plan to provide safe bicycle access from the new Sunport extension all the way to the airport. That seems like something that is probably in progress but I can't figure out what's going on there. On 14th Street, Downtown, that's a bicycle boulevard and according to the city's own bike boulevard design guidelines, bike boulevards' should eliminate stops but there are stops at Fruit and Marble, only for people on the bicycle boulevard- that seems to not be consistent. Now that the trail on

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



2nd Street is more-or-less completed, it seems like we need to look at Griegos/Commanche Road as far as connecting that trail to the North Diversion Channel in that part of town. That's a very dangerous stretch of roadway to get to one side of I-25 to the other. So, that's something I would like to see discussed at a future meeting. -Thank you.

- Althea: My name is Althea Atherton, I'm with Together for Brothers. I wanted to let you all know about an event we had over the summer, funded by the Department of Health with Keshet and Working Classroom. We had 3 open house days at the Alvarado Transit Center where we gave out over 500 burritos, countless bottles of water, over 100 gift cards, and collected stories from bus riders in zeans, story corps, photo stories and poems, and gave away may T-shirts. The vibe about that is that it made the bus feel a lot safer so, I'm hoping we can partner more on future events like that. And if you're interested in the Albuquerque bus rider union, you can visit togetherforbrothers.org or email me at althea@togetherforbrothers.org. -Thank you.
- Scot Key: I'm here early for the "People for Bikes" presentation, which I did have a chance to look at and I hope the members had a chance to look at the website and various tools. I'm all about low stress so I'm excited about that. I do have some concerns and a couple of questions: since there's not a quorum, will there any published minutes or notes from this meeting on the website?
 - Ryan Mast: Yeah, we will continue to track - the recording is here and we'll continue to take the minutes and those will be published. It's just we can't take a vote on approval of minutes so, if we don't get a quorum tonight, we'll just take a vote for approval of both meeting minutes at the upcoming meeting.
 - Scot Key: Okay, that's helpful because it kinda changes what I say and stuff like that. And some, I don't know how the discussion is going to go given this format. I don't know how interactive it's going to be when it comes to the presentation. So I'll just say that I love the low stress aspect of the "People for Bikes" presentation and I really don't like the way that they did it. So I would discourage members to look at it and not to treat it as gospel. I know it's first draft and we're working toward other things but it does not include traffic counts, it's just my principle concern with it. Looking at street by street for Albuquerque, many of my most beloved low stress streets are in red, which means they are high stress and I disagree with that. And those other places that are in blue are not low stress. So I just wanted to point that out.

Also we haven't talked about this and I haven't seen anywhere, PNM closed the Gail Ryba Bridge 10 days ago, a couple weeks ago. Or, they tried to and put up signs and barricades saying the trail was closed even though the work was not on the bridge itself, only at the very end. You could easily get around it but they didn't tell DMD that it they closed it and we had some nice conversations trying to get it reopened officially because of the signs and barricades were still up. But,

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



just wanted to mention that happened and PNM should probably stop doing that.
-Thank you.

• Presentations

PeopleforBikes 2023 City Ratings Program Overview, Rebecca Davies, City Ratings Program Director, PeopleforBikes:

Overview, Rebecca Davies: Providing background on the city ratings. Colleagues of mine have talked about and are mainly focused on E-bikes. I focus my work more on bike infrastructure. PeopleforBikes is a national bike advocacy organization based in Colorado but works nationwide. Staff are in different parts of the country. I am in Colorado, on the City of Boulder's Transportation Advisory Board. I'm the City Ratings Program Director, I will give some background on our city ratings program and answer any questions you might have!

- *City Ratings Measures Bike Networks*: Our program is really focused on measuring the quality of bike networks in cities- focused on outcomes in terms of what infrastructure exists on the ground today. We used to measure things like ridership and safety outcomes and other metrics around bicycling, all very important, but decided to focus on our city ratings program more on the infrastructure piece as this is the biggest barrier to getting more people riding bikes- is the lack of safe places to ride- when thinking about transportation riding around cities vs. recreation riding. Program is intended on understand the quality of bike networks in cities.
- *Website Information*: Our website shows the city rating out of 100 along with a "Table of Results" and highest scoring cities in our [comprehensive- data driven program] database. The database includes over 1,500 cities of all sizes, throughout the country. I encourage folks to compare cities of similar size because the size difference in cities (5 million vs 5 thousand) can effect the interpretation of results.
- *Bike Network Meaning* (transportation focused measure): Connected system of protected bike lanes, off-street paths, slow shared streets, and safe crossings that enable people to get from point A to B, safely and comfortably on a bike.
 - Causes for worse scores in ratings: great infrastructure that ends suddenly, bike lanes that fade away, absence of dedicated bike infrastructure altogether- particularly on large busy roads.
- *How Bike Networks Are Measured*: Using a software commissioned a few years back called "Bicycle Network Analysis" (BNA) that is very data driven. This BNA uses data from:
 - OpenStreetMap (people can contribute to, similar how Wikipedia is), where you can download data from

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



- United States Census Bureau (some data used from here)

We are not using each city's individual bike infrastructure data set because there is no consistent format among those datasets, this is why we are using OpenStreetMap. However, if it is not correct in OpenStreetMap, it will not be correct in our analysis (if a street doesn't quite appear how you expect= possibility that the data is inaccurate) but we are always working to improve this.

When the BNA is evaluating the quality of bike, it can be summarized by the acronym, SPRINT:

- **Safe Speeds** – Present on streets where people on bikes are sharing space with cars?
- **Protected Bike Lanes?** – Along with other bike infrastructures?
- **Reallocate Space** – How lanes are used on the road in different modes.
- **Intersection Treatments** – Safe crossings? To get across in large/high volume streets
- **Network Connections** – Is the network fractured or well connected?
- **Trusted Data** – Do we have good, trusted data?

When the software analyzes a city, it looks at all streets and paths to evaluate them as high or low stress for bicyclists based on S.P.R.I.N.T. factors above.

- ABQ Rating Data Facts (for context): Albuquerque is rated 29/100, very on-par for the US, the average score for US cities is around 27/100. This puts ABQ 26th out of the 69 large US cities that we rate.
- *Lower stress streets are typically neighborhood streets, surrounded by higher stress arterial roads- standard for most maps for large cities along.
- *Looking at OpenStreetMap* (using ABQ as an example):
 - *Removing high stress roads on the map:* you will only see low stress roads and there would be many gaps- this would make it difficult to go somewhere without going on a circuitous route/encountering a high stress road.
 - *Showing bike infrastructures:* **Green**= paths and protected bike lanes, **Purple**= painted bike lanes
 - Painted lanes are counted as low stress streets because of other factors on the street contribute to making it high stress.
 - Example: Street that is 4 or 5 motor vehicle lanes, 35-40 MPH, with painted bike lanes. But, in rubric for painted bike lanes are not sufficient to make the street low stress (just because there is bike infrastructure, does not mean that it will rate the street as low stress in the analysis – it must meet a certain threshold for safety and comfort based on other conditions).
 - Neighborhood streets do not need dedicated bike infrastructure. If the speeds are low enough, different modes can mix safely.
 - *Heat map:* shows if you start in different parts of the city, could you get to most nearby destinations with short trips (1-2 miles)? Could you bike there safely on

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



a low stress route? **Blue**= you CAN EASILY get to more nearby destinations using low stress bike routes. **Red**= more DIFFICULT to get to nearby destinations using low stress bike routes, you will have to take high stress roads.

- *Conclusion:* All the data generated from the Network Analysis (BNA). To clarify the relationship between them; the Network Analysis is the *software* that does the analysis. But, once a year, we take all the data, update the city to create the ranked list and this gives the city rating. It is a “point-in-time” ranking from our Network Analysis, usually released in the summer.

Q&A for Presentation: PeopleforBikes 2023 City Ratings Program Overview:

- Aaron Hill: I have a 2 part question that I want you to be blunt about it. First, what advantages does Albuquerque have? You said that we are 29 and the US average is 27, we are a bit higher on the spectrum but still middling compared to a lot of the major cities you were looking at. What puts Albuquerque above those terms? Second, what from your data/research is the biggest challenge we are facing?
 - Rebecca Davies: To your first question, the two point difference between the average and where Albuquerque is, isn't a huge difference on our scale. So I can't say there is any particular thing that contributes to that specific gap. It is a case that cities across the US have a lot of work to do to build out their bike networks and a lot of folks here in Abq are familiar with historical reasons as to why bike networks weren't ingrained of building roads historically. That's why the average score for US cities is relatively low. This is because one of the challenging things about our rating system is that infrastructure takes a long time to build. Cities sometimes are doing things to improve bicycling and lay out the foundation to improve the bike network but it takes a long time to build, fund and design it. So we do try to recognize cities that are doing a lot of that work, even if it does not show up yet. So a lot of cities may not score as well in our ratings but they are really laying groundwork to be successful I the future, which makes all the difference. To your second question, I haven't been to Albuquerque and haven't had the benefit of learning more about it so I wouldn't be able to comment specifically on what the city is or isn't doing in supporting the development of the bike network. Just based on the data a lot of the challenges are very similar to other cities that score comparably and there are miles of roads to address and which ones to prioritize. Every large city has some challenge of deciding how to allocate limited resources. But it is hard for me to say for Albuquerque, and I don't want to make assumptions. But for example, some places face a greater challenge with speed limits and may have a harder time slowing down speeds because of the state law getting in the way. But, with every city being different in certain ways, topography and resources and political priorities, etc. A lot of the fundamental conditions on the road that make them less safe for bicycling are very,

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



very similar. But it is different for each city and the challenges they face.

- Richard Meadows: So, it looks like there are some streets that might meet your criteria for being low stress, but then they have to cross a high stress street. So, I was wondering what would it take to make it across that street to meet your criteria- to be a low stress crossing of one of those busy streets? Do you present a hawk signal? Or what would you consider to be a low stress crossing?
 - Rebecca Davies: So, your hawk signal would count, any kind of traffic signals, crossing Island stop signs, if I'm not forgetting any. But any kind of control we can capture on OpenStreetMap would count. But yeah, it's crossing the high stress streets. If a low stress street meets a low stress street doesn't necessarily need a control, depending on the factor other factors on the street. Certainly for the bigger ones that can make a big difference and it's a little tricky because it's not visualized in our maps, although it's being measured. But those are exactly the kinds of changes that affect the analysis.
 - Richard Meadows: Does it show examples of where low stress streets safely cross high stress streets? Most of them are cut off.
 - Rebecca Davies: I'd have to go into the data and look just to confirm if any specific intersection. But anywhere like you see this low stress blue line cross through that could be a safe crossing, it's just not shown or made clear in the visual representation, but it is within the data set. And it's also determined from each direction. So it could be safe one direction and not the other crossing, depending on the configuration. Usually, it's the same, but not always.
 - Richard Meadows: Okay, because it kind of looked like there were lots of gaps where you tried to cross one of those red lines, it was a big gap. So I was wondering if any event actually did connect across the red street?
 - Rebecca Davies: Yes, if there's a safe crossing, then it'll be counted as being able to. Because certainly, in many cities, neighborhood streets do a lot of work to provide those safe routes that can kind of bypass a lot of the bigger, more dangerous streets.
- Ryan Mast: I was just curious who you find the target user or most prolific user of the data as it gets put out? I'm also very in favor of data driven decision making and making sure that it's actionable. When I put on my former public servant hat, there are different sources out there for who and what I'm going to be using. And just noting that, you're using open data on this purpose. There's a lot of local data we're actually using and is much more common to be utilized here locally to make those decisions since it is more current or up to date. So, what is the target user for this data?
 - Rebecca Davies: It's definitely a range of both depending on this purpose. In many cases is advocates and say, "here's where we are, compared to other places", "why aren't we doing the things that Minneapolis was to top our scoring?", "what is

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



Minneapolis doing that we could be doing here?”. And cities use it to different extents, depending on its utility for them. For a big city like Albuquerque, which has a lot more staff, and various departments, there’s so much greater ability to have a “richer” set of data from different sources and have the expertise in house to generate data sources and use. So, our resources might not supplement or replace anything that they’re doing, maybe it’s helpful for a context or comparison, but varies. Whereas some cities don’t have as many resources. So even having a network analysis can provide a source of data they wouldn’t have had otherwise. There’s everything in between those levels but we would never expect that our data alone would be the deciding factor for any particular investment, given the other information that goes into planning.

- Ryan Mast: So the second part of where my thought was going was, is there a strong value for folks at the City of Albuquerque to correct the data that’s being put out here, because of the utility of where this is going? Whether that’s for marketing safety purposes within the city. Or do we see a lot of folks who aren’t from city of Albuquerque, but visiting, and they want to and scour map to see which routes they should take, as opposed to using a local resource. So, what is the process for correcting it? And how honourous would it be as another action that could be taken locally?
- Rebecca Davies: One thing that larger cities have is folks in the community who have OpenStreetMap experience or mapping experience generally, to help translate it into OpenStreetMap. Civic tech type groups can be helpful. If something of interest, I’m happy to help facilitate to see if there are folks we can reach out to in the city. Though, there aren’t always volunteers or folks available to help. Sometimes we can help with editing guidance to provide- to see exactly what we’re measuring to the very detail- understand what’s worth investing our time in/not investing time as far as updating the data. This could be timely depending on the work load and the amount of people helping.
- Ryan Mast: Last question, do you have forums that you organize/put together with city folks specifically to learn about the best practices going on in each city or meetings conferences? Or any things like that, that you do to work through some of the areas where cities can learn from one another?
- Rebecca Davies: Yes, to some extent, not exactly an open forum though. But we are working towards some resources of that nature. I have colleagues who work more directly with cities and provide guidance. I’m focused more on measuring the outcomes with infrastructure data. They’re focused on the policies and practices that helps cities accelerate development of their bike network. Published on our website, is a compilation of their top priority infrastructure policies that help cities accelerate the development infrastructure in places where policies have been

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



implemented. The most recent initiative is essentially trying to help provide model policy that other places can adopt and use based on what's been successful elsewhere and working on building up and beyond that over time.

- Aaron Hill: I'm actually very happy to hear about that new initiative. You mentioned alongside this data. From our perspective, as an advisory committee, are there any resources that you guys are planning to work on that are coming down the pipeline that we should really keep our eyes open for?
 - Rebecca Davies: This model policy document is a helpful place to start. There are a lot of policies that are relatively new and we (my fellow board members for the transportation board) are getting to a point where we see how bike infrastructure development can be more deeply embedded in policy. This is helpful because addressing the bike network project by project can be challenging if there aren't policies or guidance on what the path for the projects is ahead- ingraining, those standards into how a street is designed every time. They have a map of priority projects around the country, trying to highlight and support priority projects that are somewhere in the development (planned, designed, or need additional funding) and help to move them along. I'd love to see if there's ways we could connect what's happening in Albuquerque to that project, both to get more support for any specific projects, but also on policy piece.
- Steve Pilon: Follow up to what Richard was saying. We have a lot of protected bike lanes. I'm looking at the North Diversion Trail and it's blue all the way. Then, there is a trail that branches off and goes eastbound, having to go across San Mateo, across Eubank and Wyoming. There are segments of it that are completely low stress but the you cross a large street and it's no longer low stress. How do you rate those bike paths that have to cross these big streets with little or no protection? And where the bike path crosses a low stress street, from Bosque Trail to Bike and Coffee, runs on the south side of I-40. But it has to cross Gabaldon and the bikes have a stop sign and the cars don't, so you have to wait until there are no cars coming and visibility is limited because there's a tunnel and can only see so many feet. Even though this bike path is crossing a low stress street, it turns into a medium stress situation where you have to be on your guard even when you're crossing on low stress streets. Does your data set show whether there's lights where these paths cross or whether there's any stop sign? And I really appreciate this this kind of data. This is very commensurate with what Aaron is doing for Toole Design, here in town. The findings that you have are very consistent with Aaron's findings in his assessment on behalf of Toole Design.
 - Rebecca Davies: Back in 2016, 2017, Toole helped to develop this when we first got started and this is how we framed the rubric for evaluating stress and connectivity. Thinking about the type of intersections, the analysis will be quite specific. For example, if there is a protected bike lane, typically along the length of

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



a roadway. But then might turn into a painted bike lane before the intersection or have a car crossover. That circumstance could be low stress, but the last part would be high stress and will be accounted for the analysis. A trip that could have been completed, won't be because the route is now high stress, so it's not connected. If it's mapped to that level of detail in in OpenStreetMap, then the analysis will evaluate each segment separately, but it won't distinguish the type of control (stop sign vs. traffic signal). But if there is a control, credit will be given. If the control was only on the cross street, but there was nothing to stop the traffic along the high stress street, it wouldn't be a safe crossing- it would have to control the high stress street specifically.

- Ben Garland: Two main questions. First, I read recently that Minneapolis was able to increase their rating just by making their OpenStreetMap data more accurate. What is the most important thing to edit on Open Street Map to get a more accurate BNA score? Are there any common mistakes or omissions that you see people make? Second, how would converting a painted bike lane to a bare-bones-flex-post protected lane improve the ratings? And do you guys distinguish between a lane that's protected with flex posts versus something more robust, like a concrete barrier?
 - Rebecca Davies: You may not want to spend much time editing it, but only where certain conditions could make the difference. Like intersections and where there are specific bike infrastructures. If it's a large street with many lanes for motor vehicles and high speed, it will not make a difference if you were to edit it into 2 lanes instead of 3, or 40 MPH instead of 50 MPH because it is still high stress. But it's those intermediary ones where really depends on the circumstances; what is the speed, how many lanes are there for cars, and what are the intersections like? These conditions can make a big difference, assuming all bike infrastructure has been clearly marked. In our editing guidance we can provide a prioritized list of order of operation, I'm happy to share. Painted vs protected= we do credit all protected bike lanes as low stress in the analysis and we don't take into consideration the type of protection because that's not data that's widely available in OpenStreetMap. But there is a framework for adding it now, which is relatively new. We are looking forward to the updated bike design guidance that NACTO is going to release next year, we try to align our analysis with NACTO standards, we will update ours when they update theirs especially if they are taking into consideration the type of separation. But we are currently leaving it to the judgement of the editor. We could consider a buffered bike lanes as if flex posts are far apart to the extent that a car could easily come in and out of the lane without hitting any posts. So there is some discretion in that way, otherwise we don't take into account that type of protection.
 - Scott Key: I know most of these stress schemata have four levels, and folks went with

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



two. And why did you do that?

- Rebecca Davies: As far as the average person who might ride a bike, eventually, the standard is strong. The average person is not going to take much risk on a bike, if we want that person riding, we need to accept that is the standard and the intermediary. The intermediary improvements are very valuable, particularly in terms of safety outcomes. If it rains, it is still considered high stress, it's not going to get the average person riding on a busy fast street. Emphasizing to target average person is the reason for high and low stress and not including the middle ground, along with clarity. A lot of people it's complicated information especially what the software is doing. It's just the simplification in terms of communication and understanding is valuable, by having high and low stress.
- Scott Key: Another question regarding traffic counts, why weren't traffic counts considered?
- Rebecca Davies: There isn't a national data set that is comprehensive enough to provide that information and we can only use data that is available nationwide. There is one national data set that provides volumes of car traffic on major roadways, but that those roads are so big that they're absolutely have to have separated bike infrastructure, like highways. So it wouldn't matter how many cars there are because the other features make it necessitate separation.
- Scott Key: Would you take crowdsourcing traffic count information that individual cities that that do have such data?
- Rebecca Davies: We don't want to incorporate that into the analysis because we wouldn't be able to explain if we only had it for some places and the effort of this data to get it on a scale is challenging. Also for technical reasons, I don't see us doing that. There is a way on OpenStreetMap to get circuitous volumes that you could change and adjust the ratings based on volumes that are high stress. That would just be combining layers of data sources to get a more nuanced analysis.

• Discussion / Action Items

- Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled) – Quorum absent to make a decision
Questions or Discussion Items:
 - Richard Meadows: It has been going on for quite a while so maybe we could get an update from Val on the next meeting, following up on those applications.
- Discussion: Zoom meeting format (committee member discussion)
 - Currently taking a middle approach, taking public comment period before and after

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



- Chat function: possibly opening up chat function for public comment period for members to write in questions or if they don't feel comfortable sharing them verbally.
- Richard Meadows: challenge could be that staff is put on the spot to discuss something that's not on the agenda and possibly not get a response. We also have to follow guidelines of the Open Meetings Act
- No action items
- **Staff Reports**
 - Municipal Development (DMD), Tim Brown: No Updates
 - Engineering
 - Vision Zero
 - Council Services, Absent
 - Parks and Recreation, Whitney Phelan (Sr. Planner)
 - “Earlier this summer, there was a meeting that focused a lot on electric assisted bicycles and other types of E-mobility devices. I know that GAATC requested for city council to allow class two E-bikes on multi use trails, based on the state legislation that was passed. I just wanted to follow up that Parks and Recreation is currently drafting an ordinance update that would address electric assisted micro mobility devices, it's hard not to want to call them vehicles, because they're technically not. But we are working on that. And we're going to have another public meeting tomorrow with GARTC, which is the greater Albuquerque, Recreational Trails Committee- it's another opportunity, if you know folks who are interested in the issue or you want to come and hear a couple more updates about where Parks and Recreation is looking. And I think those are the biggest ones aside from. We're recently in the substantial completion phase of Alameda Drain Trail, the city portion, and then we're at 90% design for Phase Five, and working towards finalizing those plans- to hopefully get in construction by summer of next year. And that's all I have unless there's other questions”.
 - Richard Meadows: In the completed phase of Alameda Drain Trail, I think it was Christina and maybe came and presented those plans to us. I was wondering if for this Phase Five, if it would be possible for the consultant to maybe present the plans to us concerning, there'd be a lot to see.”
 - Whitney Phelan: We are receiving a \$3 million funding source from the state. And due to that, we're able to complete that phase more robustly than we originally thought. So, the section of trail if anyone's been on it, along Matthew between San Isidro, and I guess 4th. It's in a really bad state of repair. And so that's going to be added to the scope. And then we'll also do some crossing updates. So I think it's yeah, so that'll be good to present to everybody.”

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

August 14, 2023
4:00 – 6:00 PM



- Ryan Mast: “On the E-bike ordinance, is there a current schedule or target you guys are working toward for getting the ordinance for consideration or in front of Council?”
- Whitney Phelan: “We definitely want to have something by the end of the year. But I'm hoping if we can wrap the draft up and depending on how the GARTC meeting goes, be ready to present in September. I'm just tracking away to make sure we get all the pieces of the code that we need to update and run through just to get a good representation of what folks are interested in before we had to cancel. I'm hoping by next month, before the end of the year.”
 - From the chat: 2 other minor updates: if you were on the path near Gail Ryba over the past week or two, there is a NM GAS project that had some barricading issues and didn't notify anyone that they would be blocking the bridge. It should be fixed now, but please let me know if you notice differently! There is a gate at 2nd and Mildred (a horse gate) that was installed incorrectly and will be replaced with water barriers and eventually bollards.
- Planning, Seth Tinkle: “Just a couple of brief updates this month. The Central Albuquerque CPA assessment team is holding a virtual focus group on transportation and mobility:
 - Tomorrow 8/15/2023, 2pm to 4pm.
 - Central ABQ Focus Groups: <https://cpa.abq-zone.com/central-abq-public-engagement>
 - Second update: The Southwest Mesa CPA assessment is going to be reviewed by the EPC next month.
 - The hearing date: September 21, 2023.
 - If you'd like to join, if you participated or just live in the area and are interested- meetings typically are around 9am in the morning.
- ABQ RIDE, absent
- Sustainability, Albert Lee:
 - Sustainability is participating in an event: “The Sierra Club” is putting on an E-bike fair on Saturday, September 23, 2023, 9am to 12pm.
 - Planning on demoing E-bikes to promote cycling in ABQ.
 - If other departments want to coordinate, participation in the event or possibly have their own table, I could reach out to get additional details. But just wanted to get that information out to everyone.
 - City of Albuquerque: Sierra Club E-Bike Fair Saturday, Sept 23rd, 9am-12pm Snow Park, 9501 Indian School Rd NE, Albuquerque, NM 87112
- Bernalillo County, absent

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



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August 14, 2023
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- MRCOG, No updates
- NMDOT District 3, absent

- **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.
 - Ben Garland: “I just want to reiterate more about having a more open format for this zoom call. As I believe somebody brought up the last meeting, over the transit Advisory Board, we do a completely open format where the chat is open, you can clearly see everybody that's on the call. And it seems to me, if we were doing these meetings, like five or six years ago, or maybe even sooner than that, we would all be in a room together. So I think we really need to think about how we can keep that atmosphere feeling like we're in a room together as much as possible. It does feel, not for me personally, but I can imagine how a lot of people would feel intimidated joining a call and not even being able to see everybody that's on the call. Not feeling like their voice is being heard because the chat is disabled and everything that goes along with that. So that's my comment. Thank you.”
 - Scot Key: “Whitney, I see in the chat you mentioned there about a New Mexico gas project at Gail Ryba. I ran into somebody from DMD at the bridge itself and they said it was PMM. So, I apologize to PNM. A couple of things. One, I make the same mistake, this meeting was all about bikes. There are other active transport people besides cyclist. So just maybe make it even and have some pedestrian or transit issues in the future. As far as the meeting format, I heard Ben saying that the Transit Advisory Board works differently in a way that I would really like. I think from an accessibility standpoint, keeping it hybrid, or some form of zoom is still very, very important for people who cannot physically attend the meeting. So even though I don't like this particular format, I don't think going on in person is the way to go. And then as far as anything else, on the openings, I have sent an email to the person who presented last month's meeting. I noted in the minute draft minutes from last month that there was a mention made that there's nobody in the queue who's qualified. And I know that that's not the case. So we're in terms of trying to straighten this out so we have a quorum more often. I think there just needs to be continued follow. Thank you.”
 - Althea Atherton: “I just wanted to echo what Ben had said and what Steve

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had said at the beginning of the meeting about having a chat that's accessible. I regularly attend the Transit Advisory Board meetings and I have networked with people in the chat, I love being able to see links that the public can post about different happenings. And I feel like it helps the board act more efficiently all together. So I would encourage you all to, at least, open up the chat if nothing else. And what I love about the Transit Advisory Board is it is a true hybrid format. So, you do not have to be in person to attend, you can just attend just like this, but with all the advantages like this but with the accountability of knowing who's in the room, thank you."

- **Next Meeting:** September 11, 2023 4 – 6 pm
- **Meeting adjourned at 5:21 pm**



people**for**bikes

2023 City Ratings Program Overview



City Ratings Measures Bike Networks

City Ratings Scores

peopleforbikes
CITY RATINGS

Albuquerque

New Mexico, United States

SIZE: LARGE CITY
REGION: MOUNTAIN

29
CITY RATING

peopleforbikes
CITY RATINGS

Search through 1105 cities

FIND YOUR CITY

Filter all cities by geographical region and city size

SELECT A REGION | v

SELECT A CITY SIZE | v

RESET

Sort cities by clicking on any column heading

CITY	STATE/COUNTRY	POPULATION	RATING	NETWORK	COMMUNITY
Provincetown	Massachusetts, United States	2,730	81	88	53
Davis	California, United States	68,543	72	76	57
Fayette	Missouri, United States	2,693	71	88	0
Crested Butte	Colorado, United States	1,339	70	87	0
Berkeley	California, United States	121,485	70	72	61
Aspen	Colorado, United States	7,431	67	67	66
Boulder	Colorado, United States	106,392	66	65	67
Montreal	Quebec, Canada	1,762,949	65	66	61
Gatineau	Quebec, Canada	291,041	64	66	55
Ankeny	Iowa, United States	61,938	64	68	48

What is a bike network?

Connected system of protected bike lanes, off-street paths, slow shared streets, and safe crossings that enable people to safely and comfortably bike from point A to point B

What is a bike network?

Not this →



Or this →



Or this →



How we measure bike networks



peopleforbikes

BNA

BICYCLE
NETWORK ANALYSIS



OpenStreetMap



What the BNA Measures: SPRINT



SAFE SPEEDS



PROTECTED BIKE LANES



REALLOCATE SPACE



INTERSECTION TREATMENTS



NETWORK CONNECTIONS



TRUSTED DATA

Albuquerque

NM, US

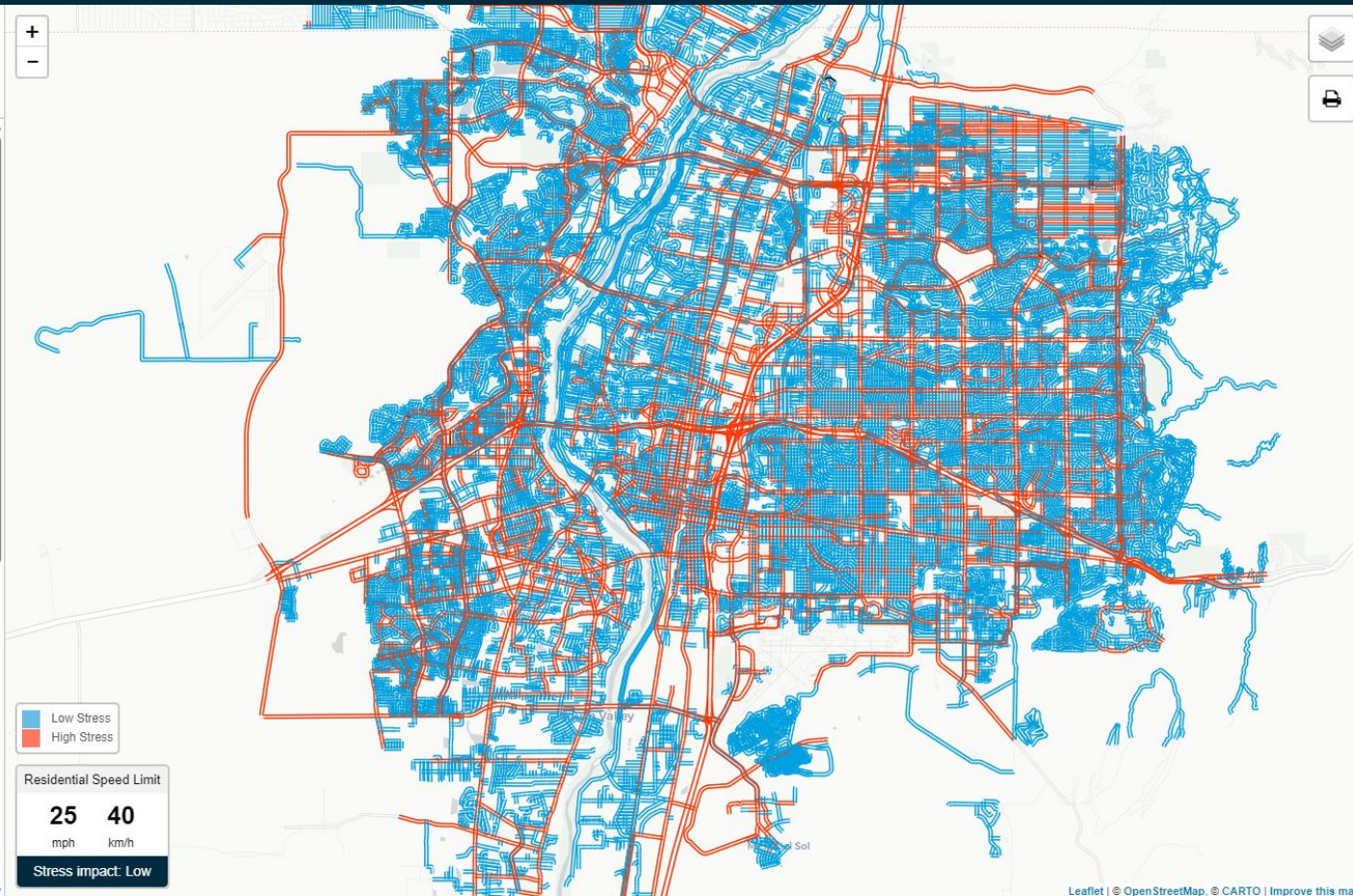
Last updated: April 03, 2023

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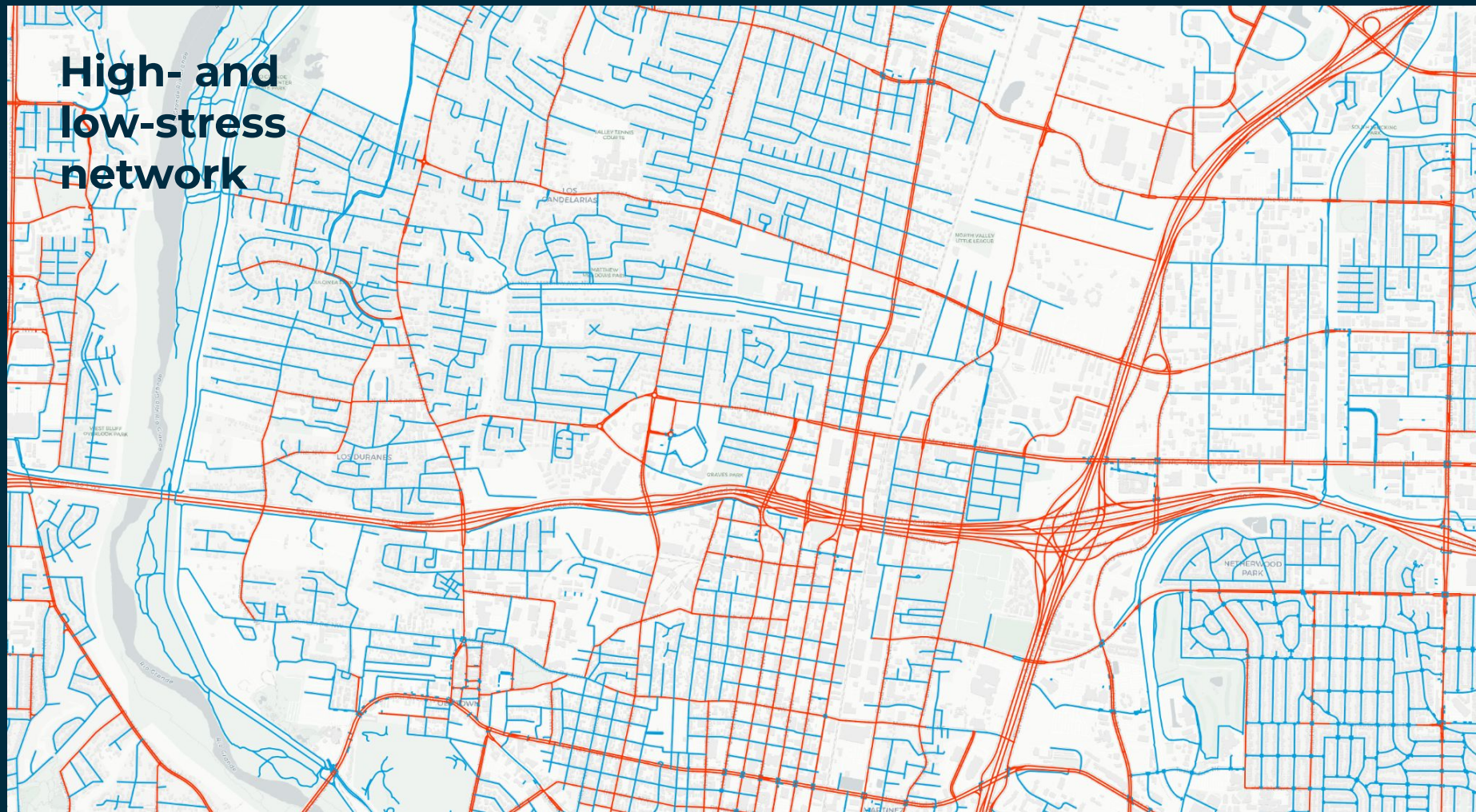
29 BNA Score

Compare
Download

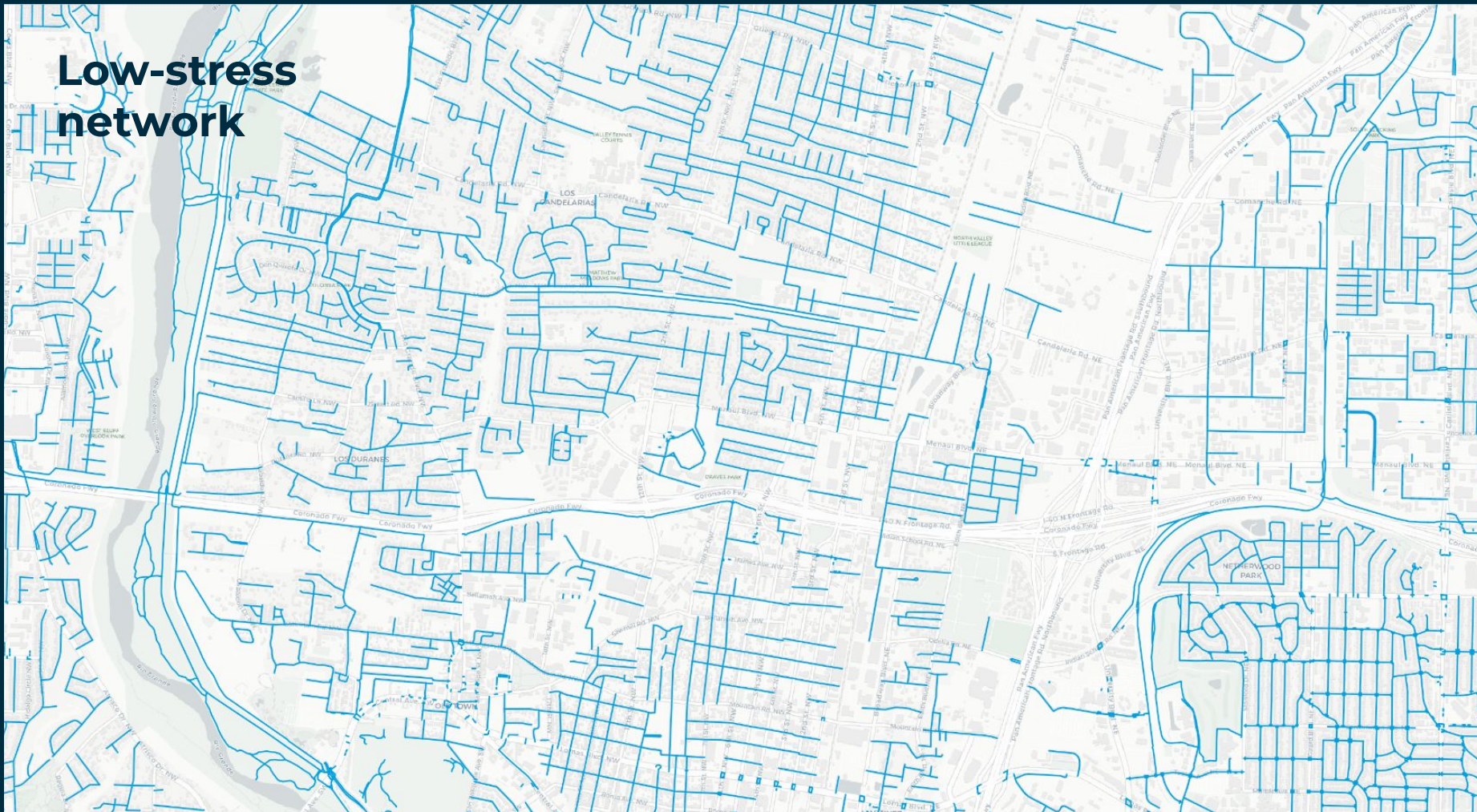
Total Population	567518
People	30
Core Services Total	22
Dentists	17
Doctors	18
Grocery	33
Hospitals	17
Pharmacies	16
Social Services	24
Opportunity Total	28
Employment	22



High- and low-stress network



Low-stress network



Albuquerque

NM, US

Last updated: April 03, 2023

Back to search



29 BNA Score

Compare
Download

Total Population 567518

People 30

Core Services Total 22

Dentists 17

Doctors 18

Grocery 33

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Social Services 24

Opportunity Total 28

Employment 22

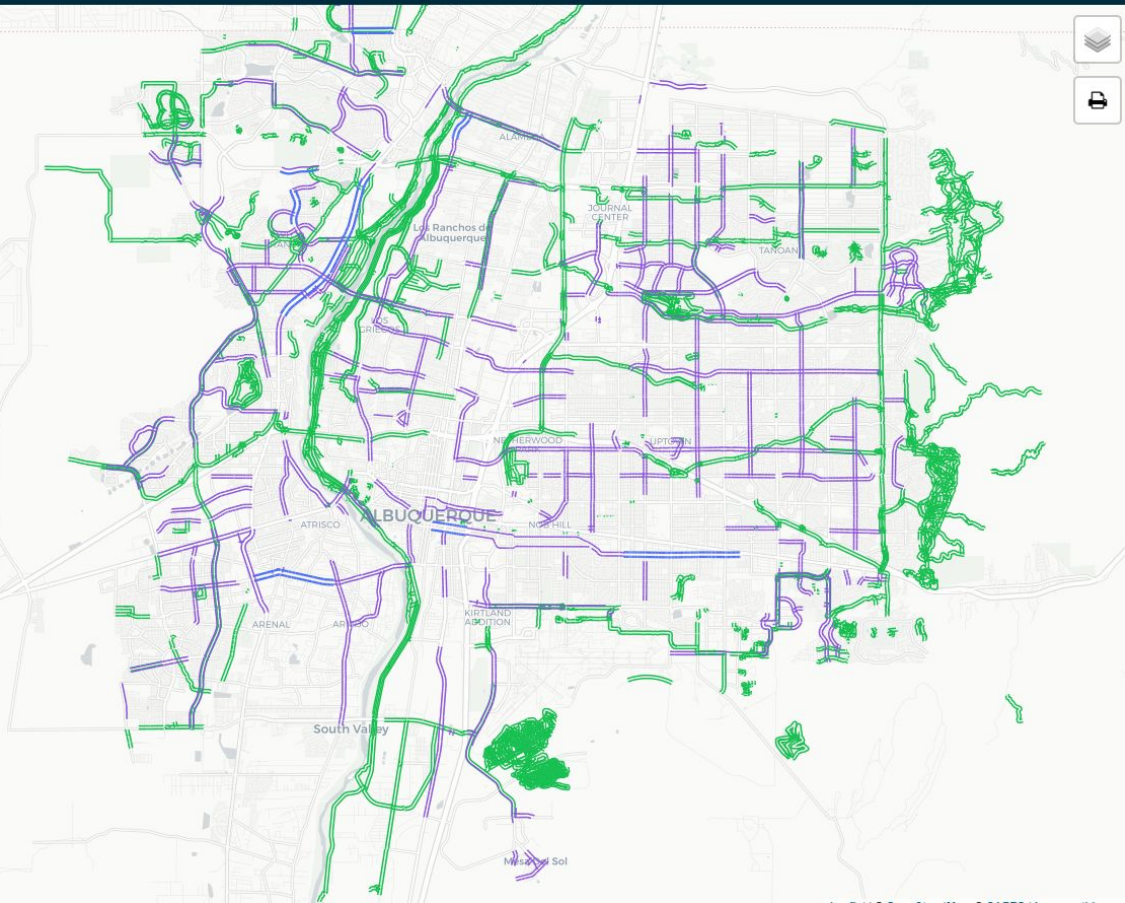
Bike Infrastructure

- Conventional Lane
- Buffered Lane
- Protected Lane
- Off-Street Path

Residential Speed Limit

25	40
mph	km/h

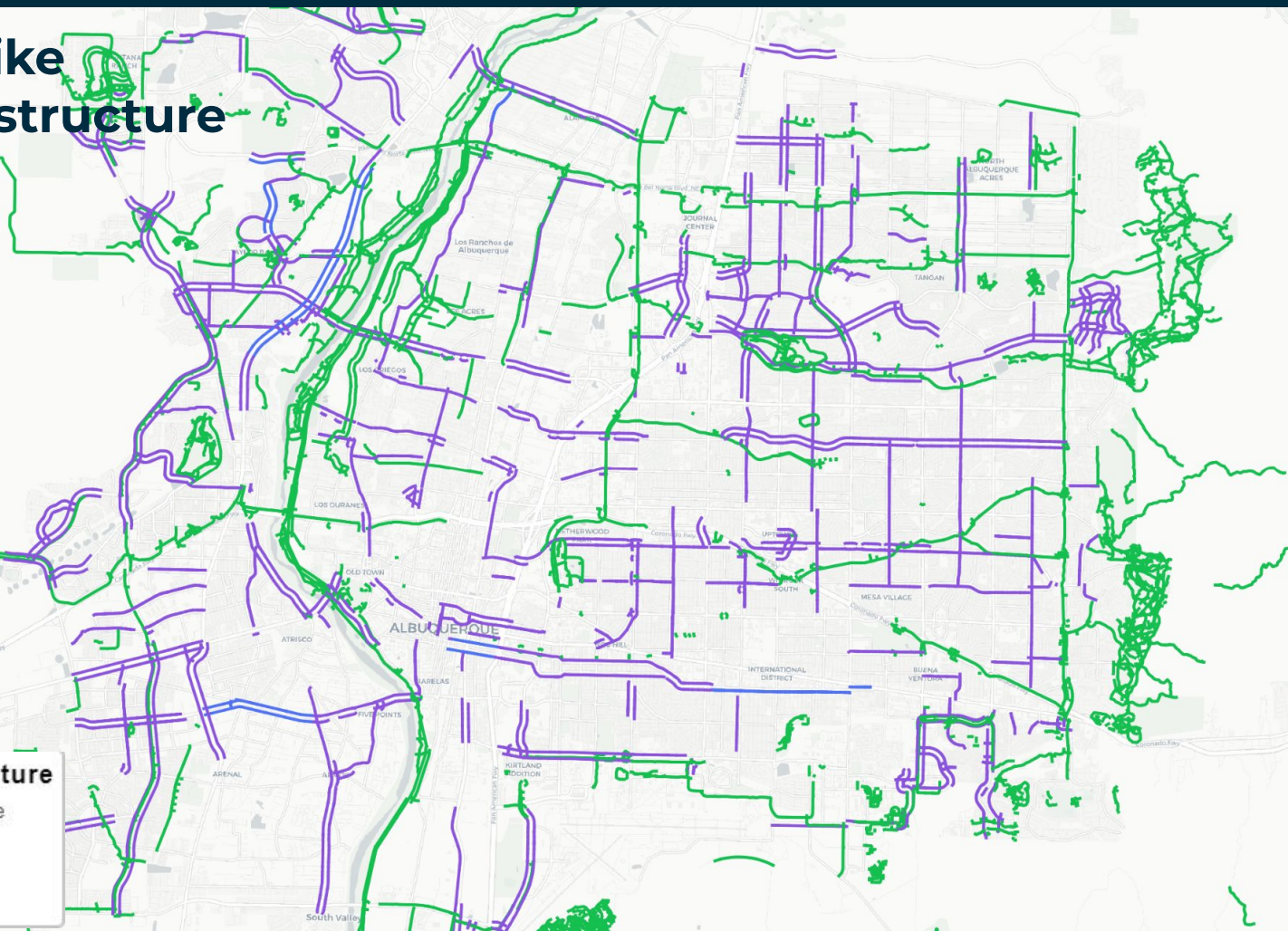
Stress impact: Low



All bike infrastructure

Bike Infrastructure

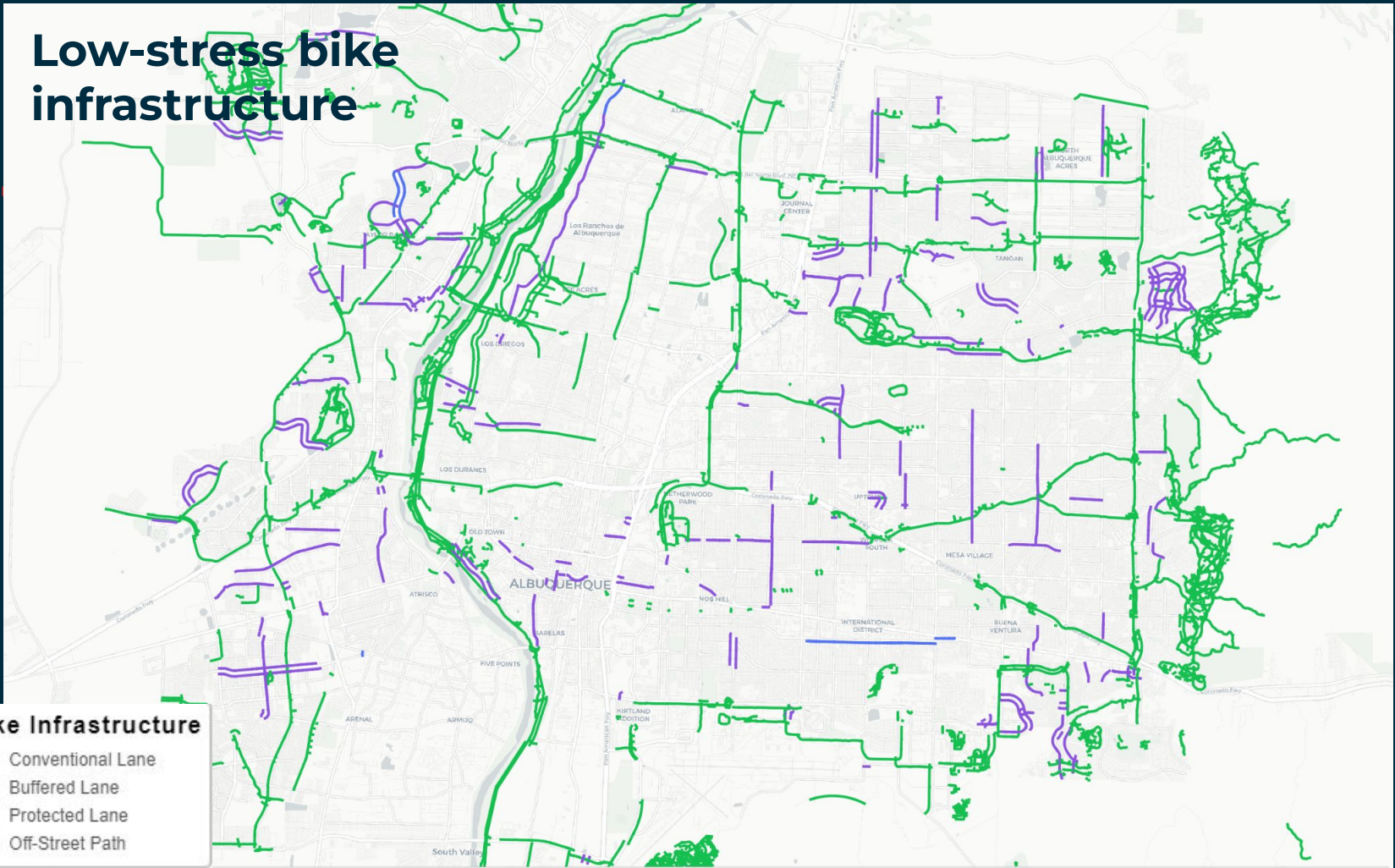
- Conventional Lane
- Buffered Lane
- Protected Lane
- Off-Street Path



Low-stress bike infrastructure

Bike Infrastructure

- Conventional Lane
- Buffered Lane
- Protected Lane
- Off-Street Path



Albuquerque

NM, US

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