



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

December 11, 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

- **GAATC member introductions**

Ryan Mast (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 (Chair)
Youth (Under 24)

Lanny Toning
Older Adults (over 60)

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

- **Approval of December 11, 2023 Meeting Agenda**
- **Approval of November 13, 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) **before the meeting (must be received by 4 pm on December 11, 2023) OR** use the virtual raise hand feature during the meeting.
 - Participants will be an “Attendee” in the Zoom Webinar until the public comment period begins. The Zoom moderator will move you into the meeting room as a “Panelist” when it’s your turn to provide public comments. Please accept the Promotion to “Panelist.” You will be able to turn on your video and microphone to provide public comments. After completing public comment, an attendee will be returned to an “Attendee” of the Zoom Webinar where they can continue to observe the meeting.

Next Meeting: Monday, January 8, 2024



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- **Discussion / Action Items**
 - Discussion Items: None.
 - Action Items: None.

- **Presentations**
 - **Bernalillo County Alameda Drain Trail Phase 4**, Leila Momenzadeh, PE, Bernalillo County
 - **NMDOT Projects: I-25 S-Curve Area and I-25 Gibson Interchange Reconstruction**, Mike Worrall, PE, Horrocks

- **Staff Reports**
 - Municipal Development (DMD)
 - Traffic Engineering
 - Transportation 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)
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- **Next Meeting:** January 8, 2024, 4 – 6 pm

- **Adjourn**

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Committee Members Present

Naomi George
Richard Meadows
Lanny Tanning

Committee Members Absent

Aaron Hill (Chair)
Josiah Hooten
Ryan Mast (Vice Chair)

Staff Members Present

Carrie Barkhurst (ABQ Ride)
Howard Cake (TYLin)
Tara Cok (MRCOG)
Valerie Hermanson (DMD)
Summer Herrera (NMDOT)
Albert Lee (Sustainability)
Julie Luna (BernCo)
Leila Momenzadeh (BernCo)
Whitney Phelan (Parks & Rec)
Jenae Robertson (TYLin)
Courtney Bovee Winans (Horrocks)
Mike Worrall (Horrocks)

Visitors Present

Alex Applegate
Jason P. Clark
Dianne Cress

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Adrianna Day

Alex Riegler

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Richard Meadows called the meeting to order at 4:05 pm.

- Approval of December 11, 2023 Meeting Agenda
- Approval of November 13, 2023 Meeting Minutes

(No approvals could be made because there was no quorum)

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
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 - No written public comments were received before the meeting.

Public Comments:

- Alex Applegate: I just wanted to ask about membership with the committee. And a possible change of format of the meeting to allow comments and such thanks. Happy holidays, everybody.
- **Discussion / Action Items**
 - Discussion Items: None.
 - Action Items: None.
- **Presentations**
 - **Bernalillo County Alameda Drain Trail Phase 4**, Leila Momenzadeh, PE, Bernalillo County and Howard Cake, Project Manager for this project, TYLin International

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Overview: The 1st Phase we completed was from Montano to Osuna. The Phase after was from Osuna to El Pueblo. We are *currently* designing Phase 4- it will take the trail from El Pueblo to just south of Paseo del Norte, all the way to Alameda Boulevard. It will go from I-40 to approximately the Sandia Pueblo roadway along 2nd Street. We will be looking at the current status of the current phase; funding, the schedule, and highlight important aspects of the trail. It will be broken up into segments (1. El Pueblo to Paseo, 2. Paseo del Norte Intersection, 3. Homeland Avenue, and 4. Homeland to Alameda).

- *Agencies Involved in Study:*
 - Bernalillo County (Completed Master Plan in 2016)
 - City of Albuquerque
 - MRGCD
 - AMAFCA
 - NMDOT
- *Obstacles/Changes:*
 - Project originally had 4 phases:
 - Phase 1) 1-40/Rio Grande to Mildred
 - Phase 2) Mildred to Montano
 - Phase 3) Montano to Paseo del Norte
 - Phase 4) Paseo del Norte to Sandia Pueblo/Cynthia Loop)
 - Due to funding and how things are being built, **now it is:**
 - Phase 1) Montano to Osuna – completed
 - Phase 2) Osuna to El Pueblo – completed
 - Phase 3) 4th Street to Montano – completed
 - Phase 4) El Pueblo to Alameda – in design
 - Future phases: 1-40 to 4th Street & Alameda to Cynthia Loop
- *Project Limits* are from El Pueblo Road to Alameda. From the east side of the Drain to El Pueblo to Homeland. And west from Homeland to Alameda.
- *Funding for the Project:*
 - Federal funding is \$1,757,890
 - Bernalillo County funding is \$1,742,100
 - Est. Construction Cost is \$3,500,000
- *Anticipated Schedule:*
 - Plan completed – Winter 2023
 - Bidding & Construction Agreements – Spring 2024
 - Construction Start – Summer 2024
 - Construction End – Spring 2025
- *Segments of Phase 4:*
 - 1. *El Pueblo to Paseo del Norte*
 - Remove existing trail – 6ft wide
 - Rebuild new asphalt trail – min. 12' wide with 2' shoulders on each side
 - Redo landscaping

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- Tie to the trail adjacent to Paseo del Norte
- Update ADA access on the NW corner of El Pueblo
- 2. *Paseo del Norte Intersection:*
 - Replace existing sidewalk from 6 to 10 feet to make into multi-use trail
 - Update ADA/Push Button locations
 - Follow existing alignments
 - Minimal impacts to existing intersection
- 3. *Paseo del Norte to Homeland Avenue:*
 - Currently a MRGCD access road and Alameda Drain – we want to place trail on east side (closer to 2nd Street)
 - Bio-swailes and landscaping will be in this area
- 4. *Homeland Avenue:*
 - Has been shut down for roughly a year – asphalt collapsed and there is a large sinkhole
 - Replace + rebuilt culvert and intersection
 - Widen the intersection to provide room for the trail without a bridge
 - Cross trail from east to west side of Alameda Drain
- 5. *Homeland Avenue to Alameda Boulevard:*
 - Trail located on the west side
 - Swales adjacent to properties
 - Raised crossing at St. Francis
 - Add shade shelters and picnic benches
 - MRGCD access road will be on the east side of drain
- 6. *Alameda Intersection:*
 - Remove driveway for MRGCD access road and insert sidewalk – curb and gutter
 - No updates to existing intersection
- **Q&A/Comments for Bernalillo County Alameda Drain Trail Phase 4 Presentation**
 - Richard Meadows: Just south of St. Francis it looks like there's a culvert but no street, what is that?
 - Howard Cake: There is currently a culvert here with no street, no connection. MRGCD doesn't know why it's there or what it may have been used for. As a different project and with their own funds, I believe MRGCD is going to take it out. But there is no access from 2nd Street for this crossing, this is not an approved crossing for MRGCD.
 - Alex Applegate: In the El Pueblo pork chop, can we get rid of that and have a standard, strict right-hand turn?
 - Howard Cake: We have not looked at that. We will have to look at that and discuss that.

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- Carrie Barkhurst: About this section, too, as people get off the interstate. It's hectic in this intersection. And it seems like there's a lot of crashes. All those little bollards on 2nd Street have been taken out half the time. Is there any way to put boulders or any kind of protection between the trail and the road in this segment?
 - Howard Cake: In the landscape area, we can look into that.
 - Richard Meadows: What is the distance between the trail and the street?
 - Howard Cake: In this area is about 10 feet.
The only thing that can come up is that if there were an accident and the vehicle hits them, it could make the accident worse. There is typically an offset distance that we must maintain before we can have something like that in the roadway. But we can check that.
- Richard Meadows: The free right off Paseo, is there a way to do an activated signal for people to stop there? Or anything that would be appropriate to use?
 - Howard Cake: This is an NMDOT route so, it's not entirely up to the county. We've had several discussions with the NMDOT regarding this area. I don't know of anything that we could put in there like a PED signal or something just to slow that down.
 - Richard Meadows: When you're getting on the ramp at Louisiana, there's a sidewalk that crosses that ramp and they have this flashing beacon. I don't know if that does any good but something to warn people and make them aware of the crossing.
 - Howard Cake: We can follow up with NMDOT and see if that's a possibility.
- Whitney Phelan: Have you seen any evidence of rumble strips helping right turners look for contra flow cyclists?
 - Howard Cake: I don't think I've ever seen them use rumble strips for that. That's typically more to warn a vehicle if they're going off the route they're supposed to. So, I don't know that they'd want to do that, when they're going in the direction they should be going. But we can do some more research into that.
- **NMDOT Projects: I-25 S-Curve Area and I-25 Gibson Interchange Reconstruction, Mike Worrall, PE, Horrocks**
 - *Kickoff Information:* All information shared at the public meeting can be found on the website.
 - For S-Curve: <https://www.i25scurve.com/>
 - For Gibson: <https://www.i25gibson.com/>

Overview: Study area is on I-25 from Avenida Cesar Chavez and a little further than Lomas Boulevard. Many changes have occurred from 2014, and 2016 and now planning 2023 and 2025 due to reoccurring safety concerns for the S-Curve. It is currently in a study stage and

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will result in a preferred alternative and a NEPA decision document after the department examines this specific area and identifies a more aggressive plan to help with safety.

- *Schedule (2-year process):*
 - General Public Meeting/Public Outreach – November, 2023
 - Evaluate ideas and form alternatives – Fall 2023 to Winter 2024
 - Public Involvement Meeting (PIB*)– Spring 2024
 - Screen alternatives, measure effectiveness, identify preferred alternatives – Spring to Summer 2024
 - PIB* – Summer 2024
 - Draft Environmental document – Summer to Fall 2024
 - PIB* – Spring 2025
 - Evaluate public, NMDOT and Federal comments/reviews – Spring to Fall 2025
 - Final Environmental decision Document – Fall 2025
- *Community Context:*
 - Many neighborhood and neighborhood associations that are bordered by the study
 - Many demographics point to non-motorized facilities crossing I-25 corridor (*important element*)
- *Purpose & Need:*
 - Improve safety
 - Address future travel demand
 - Replace aging infrastructure (I-25 between MP 223 and 225)
 - Accommodate active transportation (across I-25 corridor)
- *Safety (drivers are overloaded with all 3 factors occurring at once):*
 - Control/Operational factors (basic):
 - Travel speed
 - Staying within lane markings
 - Guidance/Maneuvering factors (complicated):
 - Passing vehicles
 - Changing lanes
 - Weaving and merging
 - Navigation/Strategy (more complicated):
 - Finding route selection
 - Navigating guide signs
 - Navigating landmarks
- *Travel Demand:*
 - 2022 Peak Hour - Main line on I-25 is *high* congestion in a *minimal* portion of the freeway
 - 2050 Peak Hour – Main line on I-25 anticipated to be *high* congestion in an *extended* portion of the freeway
- *Infrastructure (bridges):*

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- Bridges along I-25 were constructed in 1961
- They are structurally functioning but do not meet the needs to current standards
- Standards have changed
- Bridges will need to be reconstructed
- *Active Transportation:*
 - Those that live in the area are dependent on active transportation
 - 16% out of 27% of households in the area and/or near the study area:
 - DO NOT have access to a motor vehicle
 - Rely on other forms of travel
 - Every municipal street that crosses I-25 has some sort of pedestrian and bicycle facility along with a transit route on them
 - It is important to observe active transportation during this study so it does not interfere with those using these modes of transportation
 - All cross streets are identified in the City of Albuquerque Bicycle Pedestrian Plan as “bike lane” or “bike route”
- *Universe of Ideas:*
 - *I-25 alignment (covered above)*
 - *Non-motorized transportation*
 - Sidewalks – perpetuating and improving
 - Bike lanes – if not existing, in the plan are dedicated bike lanes with each of the streets that cross the corridor and have combined shared-use paths
 - Barrier separated shared-use paths – isolating non-motorized travel from vehicular travel
 - Grade-separated crossings – adding additional separated crossings
 - *Surface street accessibility*
 - *I-25 accessibility*
- *Submitting Public Comments:*
 - Visit i25scurve.com to fill out survey or comment form (posted November 16, 2023)
 - Email at study@i25scurve.com
 - Call at (505)600-2232
 - Mail a comment form at:
 - I-25 S-Curve Area Study
 - c/o Horrocks
 - 6001 Indian School Road NE, Suite 250
 - Albuquerque, NM 87110
 - You can sign up to stay involved before milestones come up or before decisions are made, to get emails or texts about future public meetings or comment periods
 - Materials are also translated on the site
- **Q&A/Comments for NMDOT Projects: I-25 S-Curve Area**

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- Naomi George: When you're thinking through the different possibilities for the facilities, how would they integrate into the cross street, whichever one is further away from that S-Curve intersection?
 - Mike Worrall: That's a menu of different things. Most of these cross-street facilities have separated sidewalk and bike lanes. If we were to combine those in a barrier-separated pathway on either side of each street, through the interchange areas or across the I-25 corridor, we would do that in advance of the Interstate corridor- bring those non-motorized uses together in one in one facility. Then, while crossing under the interstate or across frontage areas, it would be handled through the signals. Then, underneath the interchange in a barrier-separated pathway and converted back to the original section, as it was. But at this point, we're looking for input. About mid next year, we'll look for specific feedback from this committee on their preferences regarding how that all works.
- Alex Applegate: I like the barrier-separated combined path, it reminds me of multi-use trail, it seems safe to me. But I'm also wondering where you got your active transportation data?
 - Mike Worrall: It's census data.
- **I-25 and Gibson Interchange Reconstruction Project** (2nd Part of Presentation) by Mike Worrall, PE, Horrocks
 - Overview:** Project is taking place immediately adjacent to S-Curve project. The I-25 Gibson project is a design-build project because it is farther along in the process than the I-25 S-Curve- there is no study phase needed. In 2 to 3 years from now.
 - **Project Limits:** The project extends from the north side of Sunport Boulevard to the south side of Avenida Cesar Chavez, not including the reconstruction of the full interchange or the bridge on either of these streets.
 - **Project Plan:**
 - Ramp configuration on either the north or side of Sunport and Avenida Cesar Chavez
 - Full reconstruction of the interchange at Gibson Boulevard
 - **Obstacles:** Condition of the bridge infrastructures at the Gibson interchange are due for replacement but it also falls within the Pedestrian Bicycle Plan as a bike route (not part of plan).
 - **Moving Forward:**
 - Look for feedback on the preferred configuration through the interchange
 - Seeing if the barrier configuration is still preferred in the future
 - **Contact Information:**
 - (505)535-4442
 - info@i25gibson.com
 - i25gibson.com

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○ Q&A/Comments for NMDOT Projects: I-25 Gibson Interchange Reconstruction Presentation

- Richard Meadows: On the slide with the Gibson, bike and ped facilities are needed. But, the long-range bikeway system shows a trail that would go underneath the interstate. I'm wondering if that's something that could be included in this project? And the documents for Silver Avenue Bike Boulevard, there's a need to bring that facility through the interstate and probably using Lead and Coal. Also, that South Diversion Channel, I believe on the long-range bikeway system has a trail that goes underneath the interstate there along that drainage channel. I don't know if that's something that could be done as part of the Gibson project or not.
 - Mike Worrall: I think that's something that's a consideration whether the department can include it in that project, because of the configuration of that crossing right now or not. It is in the cards and is certainly on the radar.

● Staff Reports

- Municipal Development (DMD),
 - Traffic Engineering, Tim Brown: Not present.
 - Transportation Engineering/Vision Zero, Valerie Hermanson:
 - Jenae Robertson, TYLin will be playing a larger role in helping facilitate GAATC meetings
 - Valerie Hermanson will be:
 - Sharing out the calendar hold for future GAATC meetings through 2024 within the next couple of weeks, including the Zoom link
 - Here's the GAATC approved 2024 calendar:
<https://www.cabq.gov/municipaldevelopment/documents/2024-gaatc-meeting-schedule.pdf>
- Council Services, Shanna Shultz: Not present and no updates to share.
- Parks and Recreation, Whitney Phelan:
 - Submitting proposal for E-bikes ordinance to council in a couple of weeks. Once submitted, they may bring it to GAATC and GARTC and the Open Space Advisory Board for comments
 - Submitting 60% design for Alameda Drain Trail Phase 5
 - Trail will be extended from Rio Grande to I-40 to the crossing point

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- Lighting has just been completed at Tom Bullock Urban Forest – trail will now be lit up
- Soon to be submitting requests for State Capital Outlay for increased lighting on the North Diversion Channel at the underpass and at I-40
- Planning has surveys for East Gateway CPA
- Council is interested in placing a trail from Juan Tabo to Innovation Parkway on the SE side of the base (near Sandia Technology Park)
 - Juan Tabo study feedback came back to get cars off Juan Tabo
 - Many cyclists use Singing Arrow Road and other roads in this area
 - Many hikers use Tijeras Arroyo as recreation, unofficially – trail networks are being considered to add more recreational opportunities
- Planning, Seth Tinkle: Not present and no updates to share.
- ABQ RIDE, Carrie Barkhurst:
 - Park and Ride locations are being worked on:
 - 2 are about to start the design process – currently getting contracts together
 - 1. East Gateway and El Dorado
 - ART lines, Central and Juan Tabo lines end
 - 2. 98th Street down south to Dennis Chavez
 - On the corner, co-located with the Fire Station, Police Substation and Albuquerque Community Substation
 - Conversations have been initiated with Albuquerque Community Safety Department to see if they are interested in building a substation on East Central at a park for restrooms or other good city purposes
 - Park and Ride needs Vehicle Servicers, Mechanics, Drivers and Security positions (in the APD Department but assigned to transit)
 - Goal is to reduce mandatory overtime and adding back some service
- Sustainability, Albert Lee:
 - Recently had a community engagement meeting about Climate Pollution Reduction Grant
 - Some projects that are being proposed as part of the priority Climate Action Plan for active transportation/bike lanes:
 - San Pedro bike lanes and Claremont Bike Boulevard
 - Portions of Rail Trail in Old Town and Barelás
 - Currently asking for feedback (open through January 4, 2023)

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- More information on website: <https://www.cabq.gov/sustainability/climate-action-plan>
- Bernalillo County, Julie Luna:
 - A presentation and more information are to come on Pedestrian Bicyclist Safety Action Plan in January 2024
 - City of Albuquerque has wrapped up its recent stage of public involvement for the Bikeway and Trail Facilities Plan.
 - Link for the Bernalillo County survey:
https://app.maptionnaire.com/q/4ln4pku9b9u7?utm_source=brp
- MRCOG, Tara Cok: Audio not working
- NMDOT District 3: Not 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.
 - Alex Applegate: I was thinking with the new City Council members, it might be a good idea to invite them to one of the meetings so they can learn what you do and the importance of it. Thank you. I like that. And yeah, again, have a great new year.
 - Richard Meadows: Before we adjourn, I wanted to let everybody know that tonight is my last meeting with GAATC. I've been on the committee for six years as a representative from the City's Environmental Planning Commission. I won't be back. But, I want to thank you all for the past several years and I've enjoyed being part of this group and I wish you all luck. Everybody have a nice holiday and New Year and take care.
- **Next Meeting:** January 8, 2024, 4 – 6 PM
- **Meeting ended at 5:20 pm**