



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

January 8, 2024 | 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/86730137590>
Join by Phone: +1 346 248 7799
ID: 867 3013 7590

- **GAATC member introductions**

- | | | |
|--|---|---|
| <input type="checkbox"/> Ryan Mast (Vice Chair)
NE Quadrant | <input type="checkbox"/> Dr. Naomi George
SE Quadrant | <input type="checkbox"/> Vacant
NW Quadrant |
| <input type="checkbox"/> Vacant
SW Quadrant | <input type="checkbox"/> Vacant
Pedestrians + Transit
Users | <input type="checkbox"/> Josiah Hooten
Bicyclists |
| <input type="checkbox"/> Vacant
Represent individuals
w/a Disability | <input type="checkbox"/> Aaron Hill (Chair)
Youth (Under 24) | <input type="checkbox"/> Lanny Toning
Older Adults (over 60) |

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

- **Approval of January 8, 2024 Meeting Agenda**
- **Approval of November 13, 2023 Meeting Minutes**
 - No quorum at the December meeting to approve the 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 January 8, 2024**) 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, February 12, 2024



Tim Keller, Mayor

Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

January 8, 2024 | 4:00 – 6:00 PM



- **Discussion / Action Items**
 - Discussion Items: None.
 - Action Items: None.
- **Presentations**
 - **Silver Ave Bike Blvd Alternatives**, Matthew Cox, City Council Services, City of Albuquerque, and Aaron Sussman, AICP, Toole Design Group
 - **Bernalillo County Pedestrian Bicyclist Safety Action Plan**, Julie Luna, Bernalillo County
- **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)
 - Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Next Meeting:** February 12, 2024, 4 – 6 pm
- **Adjourn**

Next Meeting: Monday, February 12, 2024

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



Committee Members Present

Aaron Hill (Chair)

Naomi George

Josiah Hooten

Ryan Mast

Lanny Tanning

Committee Members Absent

None

Staff Members Present

Carrie Barkhurst (ABQ Ride)

Tim Brown (DMD)

Tara Cok (MRCOG)

Matthew Cox (Council Services)

Valerie Hermanson (DMD)

Albert Lee (Sustainability)

Ben Bachwartz-Lopez (Wilson & Company)

Julie Luna (BernCo)

Jennifer Morrow (DMD)

Whitney Phelan (Parks and Rec)

Jenae Robertson (TYLin)

Aaron Sussman (Toole Design)

Seth Tinkle (CABQ Planning)

Carl Vermillion

Visitors Present

Alex Applegate

Dianne Cress

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



Steve Pilon
Peter Rice
Alex Riegler

Aaron Hill called the meeting to order at 4:02 pm.

- **Approval of January 8, 2024 Meeting Agenda**

Ryan Mast (motion); Aaron Hill (second)

Yes: Ryan Mast, Aaron Hill, Naomi George, Lanny Toning

Abstain: Josiah Hooten

- **Approval of November 13, 2023 Meeting Minutes**

- No quorum at the December meeting to approve the minutes.

Ryan Mast (motion); Aaron Hill (second)

Yes: Ryan Mast, Naomi George, Aaron Hill, Lanny Toning

Abstain: Josiah Hooten

- **Public Comments** (Public comment is limited to two (2) minutes per audience member)

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- Steve Pilon: Two things. Can we get the board to enable everyone to chat. Now, it is disabled. And, the Inflation Reduction Act appropriated \$800 million for safe streets and roads. Bernalillo County got ahold of \$6.2 for Coors Boulevard and none to City of Albuquerque. I wanted to know what GAATC is doing to get some of those funds.
 - Julie Luna: Federal grants typically require matching funds. For this grant, it has a minimum 20% match. . The City contributed \$800,000, toward the match to make the County’s application more competitive and then partner with us on implementation. Currently, the County is leading this project, however, the City is very much a partner in this project for the Safe Streets and Roads for All (SS4A) for the Coors Boulevard project.

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



January 8, 2024 | 4:00 – 6:00 PM



Tim Keller, Mayor

- Alex Applegate: This is the start of the legislative session. Yesterday, I spoke to our State Representative and State Senator from our district. There's plenty of money for capital outlays. I wondered what actions the City has taken and which ones they have put forth for safe streets.
 - Naomi George: Next month's agenda, we'll be able to add an item discussing a memo and different points that both public and committee members can suggest, in terms of ways to create more action items from the committee to increase our deliverables and accountability. So we'll be working on that memo in the background and keeping in line with all the Open Meetings Act requirements. It's not something that we can share yet, but it will be something that is a draft and this will be available and on the agenda for the next meeting in February.
 - Lanny Tanning: Since we're being brought into these discussions to consider these things, I'd like to suggest that we get copied on notices of grants, federal outlays, and so on, about transportation, before there's a meeting. Is there any way we can get on an email list about transportation funding issues?
 - Valerie Hermanson: I'm not aware if there's a City email list or anything like that in which we would be able to add the committee. As for Capital Outlay, I need to reach out to other staff before I come back to you all with more information.
 - Ryan Mast: There are different alerts that can be signed up for on an individual basis, anybody can sign up in different ways. I'm signed up to a couple I'm not sure how detailed they come through, or what subject matter they're specifically for. I'll be prepared for next meeting to share some of that for those that are interested. Another thing to consider in the discussion is, it's always good to anticipate what funding might come down before the notice comes out. Otherwise, you're usually scrambling to get a better response. From a planning perspective, get ahead of that, align your priorities to have your ready to go, and be more efficient and submitting that. But those comments are for our next meeting.
 - **Post-Meeting Staff Response: The City does not maintain an email list about transportation funding opportunities. Typically the Administration and City Council will make Capital Outlay requests. Staff will invite the appropriate staff to come to a future meeting to share Capital Outlay requests related to safe streets.**

- **Discussion / Action Items**

- Discussion Items: None.
- Action Item: None.

- **Presentations:**

- **Silver Ave Bike Blvd Alternatives**, Matthew Cox, City Council Services, City of Albuquerque, and Aaron Sussman, AICP, Toole Design Group, Carl Vermillion, PE, BHI

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



January 8, 2024 | 4:00 – 6:00 PM



Tim Keller, Mayor

Overview: Project has a phase coming out of the district to council office from Councilor Benton. The office is now held by Joaquin Baca. Getting close to the end of the scope phase.

- Aaron Sussman from Toole Design will be going through the history and overall context of the project.
- Carl Vermillion will be more of focused intersection.
- **Silver Avenue Bike Boulevard Review:**
 - Bike Blvd installed along Silver Avenue in 2009
 - Major upgrades start in 2015, between Yale Blvd and Carlisle Blvd (extension of Silver Ave, part of Fair Heights Bike Blvd) – for more traffic calming
 - Study completes in 2019 for Silver Ave Bike Blvd (UNM to Downtown) and 14th Street Bike Blvd (Silver Ave to Mountain Rd- improvements) – needing roundabouts
 - Public input process to GABAC, now GAATC
- **Study Objectives:**
 - Provide low-stress biking alternative to Lead and Coal & provide better connections to Downtown
 - Appeal to “interested but concerned” bicyclists
 - Address major design challenges for I-25 and RR Crossing
 - Design concepts and recommendations only
- **General Approach & Design Considerations:**
 - Apply Bike Blvd design techniques for long-term
 - Consider traffic calming measures to prioritize bike travel
 - Provide as much connectivity as possible and allow bicyclists to stay on Silver Ave
 - Identify connection to Bosque Trail via 14th Ave/Iron Ave
- **Bike Boulevard Characteristics:**
 - Infrastructure appeals to “interested but concerned” bicyclists
 - They are shared-use facilities on neighborhood streets
 - Low speeds and low traffic volumes
 - Contain wayfinding, signing and pavement markings
 - Traffic calming techniques put in place (ex: roundabouts)
- **Observations:**
 - Signing/wayfinding is inconsistent
 - Pavement markings are infrequent compared to other Bike Blvd segments
 - On-street parking is not delineated along *most* of the corridor
 - Stop sign orientation warrants review
 - Opportunities for traffic calming along 14th Street
 - Challenges crossing major streets (Lead/Coal Ave) and obstacles (RR and I-25)
- **Design Phase Details:**
 - Working with City of Albuquerque to get to 15%
- **1-25 Crossing Improvements – Final Design Alternatives:**
 - Recently just met with NMDOT to discuss project
 - Convert sidewalks into side paths/multi-use paths (each side of interstate)

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- North/South Oak Street and ties back into Silver Ave
- East/West along Lead Ave at underpass
- Curb extensions to shorten crossing distances
 - New ADA ramps
- Advance signage and striping
 - No right turn blackout sign to avoid cars from turns when button is activated + illuminated
 - Lane striping on I-25 southbound exit ramp to push into 2 right turn lanes (to make drivers more aware)
 - Leading pedestrian interval for crossing on east side of ramp to allow plenty of crossing time and gets further into roadway until cars go
- Design ideas approved by NMDOT
- **Lead/Broadway Intersection**
- **Railroad Overpass – Final Design **Feedback wanted from GAATC**
 - 2-way cycle track on Lead overpass
 - Lead is one-way, going westbound
 - Benefiting eastbound cyclists by eliminating the need to cross Lead and Coal Ave
 - Connection is needed to Silver Ave east of Broadway
- *How will it connect back to Silver Ave?*
 - *Alternative A:*
 - 12-foot “cycle track” design
 - 6-foot buffer on the east side of Broadway
 - Install bulb-outs with ADA Ramp improvements
 - Straight through Lead Ave onto the next intersection at Arno, back up to Silver Ave
 - Dedicated signal phase @ Lead/Broadway for cycle track operations crossing Broadway to/from Lead
 - Removal of on-street parking on the east side of Broadway needed
 - Pros (+):
 - Roadway width for cycle track will exist *after* road diet
 - No curb and gutter modifications needed along Broadway
 - Existing signal infrastructure (already existing) can be used for bike crossing with minor modifications
 - Dedicated “signal” phase to make crossings more comfortable for bicyclists
 - Shorter crossing of Broadway w/additional bulb out island
 - Cons(-):
 - Adding dedicated bike phase to the signal at Lead/Broadway may be unfamiliar to motorists and impact overall signal operations
 - On-street parking *must* be removed on east side of Broadway
 - Protection of the cycle track (north east corner of Broadway meets Silver Ave)

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- Broadway crossing, specifically eastbound cyclists may be unfamiliar with how to proceed through intersection (needing to turn left to opposing cycle track)
- **Alternative B:**
 - “Cycle track” on west side of Broadway
 - Proposed 10-foot side path at sidewalk grade
 - Install new ADA ramp improvements at Broadway/Lead
 - Dedicated bike lane, westbound, east side of Broadway
 - Installation of HAWK signal at Silver to get bicyclists/peds across intersection. This will close southbound left to create median refuge for crossing (recommended)
 - Restriping of dedicated right turn lane and bus stop will be needed
 - Alternative B looked at utilizing a road diet in the design phase
- Pros (+):
 - Lead/Broadway intersection signals will *not* be impacted
 - Side path is separated from roadway (more comfortable user experience)
 - Shorter crossing of Broadway with bulb-out at Silver
 - Protected HAWK signal crossing at Silver/Broadway
- Cons: (-):
 - Removal of SB left at Broadway/Silver is necessary to create median refuge
 - On-street parking on Silver *must* be removed to include crosswalks
 - Additional infrastructure signal (HAWK) would be required but will have limited spacing between Lead/Broadway
 - Curb and gutter on west side of roadway would be required to add additional space for side path
- Both Alternatives have a right turn lane – they would have to eliminate either take away the right turn lane or another one
 - The City did not want to proceed with this route
 - Broadway road diet was designed and close to finishing design phase
- ***Which option would be easiest to navigate for the average cyclist? Which signal would the average cyclist prefer using?*
- **Q&A, Comments for Silver Ave Bike Blvd Alternatives Presentation:**
 - Naomi George: We had a bit of a hard time following the flow in the 2 planning images that you shared. The largest point of confusion was the cons for option B. It seems like there were cons for vehicles but not downsides for pedestrian and bike traffic.
 - Carl Vermillion: A lot of those cons are for vehicles. The con with the HAWK infrastructure may be geared more toward peds.
 - Naomi George: My impression is that option B appears safer and more intuitive. Both would increase the safety but the Option A is not particularly intuitive and if cyclists don't follow it, they're not going to benefit from it. But I will defer to others what they feel is more likely to be used and

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



safest. And separate from your 2 questions. One of the options that wasn't really considered was would require removal of a lane for vehicle traffic and the city wasn't interested. I'm curious, who in the city was not interested. I think members of the public committee may very much be interested in removal of a lane of vehicular traffic and so we can address it to the best of our ability. My last question about alternative A. It did seem like with the setback on the crosswalk, it would really help pedestrians get out in front faster, be more visible, that seemed wonderful. But I am concerned about the cyclists if they're flowing with traffic, going west, they won't be thinking to stop and hit the signal sign. In which case that right hand turn signal won't come up for the cyclists, they'll be zooming along with traffic and at risk for being swiped by a right-hand vehicle. So, the right hand turn in alternative A, who doesn't want the vehicular traffic to lose a lane, and then understanding the Cons on B which I think you addressed.

- Tim Brown: The first question about removing the lanes on Lead approaching Broadway. That was ultimately my decision. The operational analysis indicated that once you start dropping too many lanes, operations for Lead go completely into the toilet. It is one of the primary ways for people to get Downtown, one of our major centers. If we could provide a safe alternative for cyclists to get into and out of downtown without compromising motor vehicle operations, then that would be the best direction to take.
- Carl Vermillion: For the second question, the cyclists heading westbound on Lead, not utilizing the cycle for specifically for bicycles, we can't stop that. There will be a bike signal and the vehicular signal, if a bicycle going westbound chooses to go with the green signal for the vehicles, they are allowed to.
- Valerie Hermanson: Carl, could the leading pedestrian interval also be a leading bike interval? And when they get that extra time to enter the intersection that might help with those right hooks.
- Tim Brown: That's something we would consider. The project was looking at multiple ways to make the signal operate better for both pedestrians and bikes, I think that would be something that would be relatively easy to incorporate.
- Naomi George: I do hear what Carl's saying, we can't make cyclists stop for light on a road that they are traveling westbound with vehicles and make them stop. If they don't, they're at pretty high risk. My worry is that we're balancing risks and not in the way people in the meeting might choose to by having a mechanism to give feedback. I'm in favor of selling vehicular traffic tremendously, there's no way to enter any of these safety measures work unless traffic's radically slowed. Even if it is difficult to approach for a motorist, it may be exactly what's needed.

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- Tim Brown: First, there are 2 new signals on Lead and Coal, at the Walter intersections. Both of those use a new technology that senses the speed of the oncoming car. If the car is speeding, it forces them to stop at a red signal then changes green. We have installed technology on both of those roads to moderate driver speed. However, when I talk about operations, I'm talking about basically traveled, delay, and queuing. And when I talk about failing operations, it means that the queue that stacks up at the signal at Broadway cannot be cleared in one green cycle time. Especially during the morning and evening peaks, you would have to wait through multiple cycles of the light, in order to clear the intersection. It tends to cause more crashes, increases air pollution. If trying to balance all modes, I'd have an intersection design that provides equivalent level of safety and allows for acceptable operation. This was not a black and white decision; it was a design consideration. The options that we've come up with provide maybe even a better level of safety than the designs that ended up taking lanes away from Broadway. It was a process figuring out alternatives but not a situation where we were not able to serve everyone's needs.
- Carl Vermillion: To discuss your concern about the right turn, it's hooking into the bikes. Westbound traffic today, there's a dedicated right, and the bike lane is adjacent to that. Essentially, the westbound bicyclists are on the good side of the right turning vehicle to proceed through the intersection. This is true for alternative A and B. Alternative B is a little bit different because the cyclist going through the intersection westbound would use the green indications from the vehicles to make this crossing, and then proceed to get into the cycle track.
- Aaron Hill: I have a point of clarification and concern about the westbound movement expected here. If we looked at the multi-use path proposed at I-25, if you're moving westbound it's encouraging you to get on to Silver after you pass by I-25 and travel down Silver. How alternative B ends up is clear at the crossing signal. My question is, alternative A, there's the bike lane on Lead. But, if you follow the encouraged path through the multi-use trail and head down Silver, what is the expected movement when you get to Broadway? Cross Broadway without that signalization? Or try and head against the flow of the bike lane, down back to Lead and cross there?
 - Carl Vermillion: The eastbound cyclists would cross Broadway and get into the cycle track. We would stripe out an opportunity for this bike lane to go directly to this landing over here. The westbound would stop here and then get right into the cycle track. So this is a two-way cycle track.
- Ryan Mast: On the alternative A, when you talk about adding an extra signal that's dedicated for cyclists. Can you explain where that's going to be located? And is it going to be signaling for the cyclists both directions?
 - Carl Vermillion: There is an existing mast arm, we can mount a new bicycle signal to that mast arm for the westbound cyclists install a new signal indication in this area to signalize that eastbound, bicycle could go.

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- Ryan Mast: Let's say the traffic is going westbound and everything gets a red. What is the sequence that you're anticipating for the lights? Because I can see the cycle, even if they have a signal, they're also confused as who's going which way, if you have cyclists going both directions.
 - Carl Vermillion: The good news about this bicycle phase, you have to push the button or be detected for the cycle phase to be become active, so it's not going when there's no cyclists there. We can phase it multiple ways. We haven't gotten that far in the phasing of the signal, but the cycle track could go previous to when the westbound vehicles get a green.
 - Ryan Mast: I'm not sure that cyclists, drivers, and pedestrians are as familiar to acknowledge the. While I think alternative B is going to require a bit more work. I think from a pedestrian, cycling safety and more acceptance that would provide a better outcome for that. For my opinion on this, alternative B is probably going to achieve a better result that we're seeking with this particular design.
 - Aaron Hill: I find myself agreeing with that. Alternative B, particularly for pedestrians will feel much safer, due to that expanded multi-use trail and more intuitive. The section where you have the two-way bike path, linking into that multi-use path, turning around the corner and going to Silver, having that very obvious HAWK signal. I think that is going to be a much more intuitive motion for people who are not as familiar with biking to cross this this Boulevard. Thank you.
 - Lanny Tanning: It makes more sense to me as well.
 - Naomi George: I also agree.
 - Ryan Mast: I just had one other comment on that though, On the alternative B, for the eastbound cyclists coming out of the cycle track there, we would want to make sure that there's some signage there to encourage them to turn. Just to note there is an obvious continuance of the path to turn right there.
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- **Bernalillo County Pedestrian Bicyclist Safety Action Plan (Presentation #2)**, Julie Luna, Bernalillo County, Ben Bachwartz-Lopez (Wilson & Company)
 - **Introduction:** Working on a project similar to the City's, of Vision Zero Plan and Facilities Plan. Bernalillo County is combining Facilities Plan and Safety Plan together in this project. This project is an updating a plan from 2012. Ben Bachwartz with Wilson and Company is helping with the plan and will be presenting.
Overview: Wilson and Company was brought on as a consultant to assist in this update by providing crash analysis and safety analysis. Presentation today is an update on where we are so far. The Safety Action Plan (SAP) is a "Rank 2" facility plan that is intended to be updated every 10 years. The analysis includes:
 - Identifies existing plans that include active transportation safety, equity policies and projects

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



January 8, 2024 | 4:00 – 6:00 PM



Tim Keller, Mayor

- Identifies high fatality and injury pedestrian and bicycle crash corridors, and intersections by area

The second key component to SAP is recommendations. These include:

- Crash modification factors recommend effective countermeasures
- Recommends pedestrian and bicycle facility projects by area with cost estimates, based on needs
- Prioritizes pedestrian and bicycle facility projects by proximity to schools, parks, community centers, transit facilities, and mixed-use centers

The update to the plan will:

- Highlight completed active transportation and safety projects in the County and recommend *new* projects
- Include an emphasis on Vision Zero principles and the federal Safe Systems Approach
- Provide a focus on equity and serve underserved communities in the County
- The updated plan will serve as the County's Vision Zero Plan and Multi-modal Facility Plan

- Review of Project Scope - Existing Conditions Analysis to include:

- Ped and Bike Network
- Existing Plans, Policies, and Standards
- High Fatality and Injury Network
- Systemic Safety Needs
- Underserved Communities/Equity Analysis

- Technical Advisory Group:

- Advisement on analysis, data sources, and facility recommendations
- Review of key work products (existing condition report, draft SAP document)
- Recommendations for public engagement activities
- Representatives from County departments, City of ABQ, NMDOT

- *Preliminary Safety Analysis Results:*

- 2017-2021 crash data with top contributing factor hierarchy
- Analysis boundary
 - County's community planning areas
 - Key CABQ-maintained roads within "pathwork"
 - NMDOT roads within unincorporated areas of County
- Additional "cleanup" of crash points
- Crashes sorted into Greater Analysis areas
- Challenges:
 - Geography
 - Islands
 - Shared facilities with NMDOT and COA
- Areas (major area**):
 - Rural east mountain area**
 - South valley**
 - West side

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- North Albuquerque acres
- North valley
- Paradise Hills
- Key Results in Major Areas (2017-2021):
 - Least crash areas: East mountains
 - # of crashes: 767
 - Bike-ped crashes: 5 = 4% of bikes
 - Ped- only crashes: 3 = 2% of peds
 - Most crash areas: South valley
 - # of crashes: 6,872
 - Bike-ped crashes: 69 = 62% of bikes
 - Ped-only crashes: 104 = 68% of peds
 - Most current data is from 2021
 - Fatalities and injuries have increased although the number of crashes has decreased
 - Fewer cars on the roads have increased speeding and severity of crashes
- *Public Survey:*
 - Asking what people see:
 - What they like
 - What needs improvements
 - What serves as a major barrier to you, personally,
 - Along with capturing demographic information
 - 8 topics of the survey:
 - Transportation within study areas (map based)
 - Travel mode, frequency, and trip destination
 - Roadway characteristics
 - Multi-use trail characteristics
 - Important factors
 - Priority locations for improvements
 - Barriers (map based)
 - Demographics
 - **Link:** Bernalillo County Safety Action Plan Survey Link:
https://app.maptionnaire.com/q/4ln4pku9b9u7?utm_source=gaatc
- *Next Steps:*
 - Refine safety analysis
 - Identify intersection / segment “hotspots”
 - Further analyze factors (especially design-related)
 - Collect survey results (in process)
 - Bring in equity
 - Bring in safe systems and Vision Zero policies
 - Identify problem locations on the network

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



January 8, 2024 | 4:00 – 6:00 PM



Tim Keller, Mayor

- Adopt plan by November 2024
- **Q&A, Comments for Bernalillo County Pedestrian Bicyclist Safety Action Plan Presentation**
 - Aaron Hill: I'm appreciative of the idea that this has to be done in an equitable way. Something I was wondering about, as you mentioned, you have done public outreach and held public meetings. Were there any strategies you undertook to try to lean into that equity framework?
 - Julie Luna: We're just getting started with our public meetings. We have 3 meetings set up for the South Valley and a couple of other areas. Everything's in English and Spanish. And we also saw it's sort of a bit of a multipronged. There are the County's resources in the public outreach with the neighborhood NextDoor, social media, etc. Then, there's public meetings that involve our sustainability group, as we're pursuing a climate action grant. Finally, Bernalillo County, in the Spring, is going to have the South Valley pride, different events that people are going to that we'll be tabling those events. That is our strategy, if there's any recommendations that you think would be worthwhile, I'm open to hear about.
 - Naomi George: I might just throw in there trilingual because we have a large Vietnamese population, at least in the hospital setting, we always try to reach trilingual. I have a comment that ties in with the concern on equity. Julie, I love that your plan and the Bernalillo County plan really tries to address it. But, my fundamental concern is that hand-in-hand with safety as a primary focus point is this idea of usage. Any person who can avoid using unsafe pedestrian, bike or other active transport modalities will avoid it. For instance, when I take my children to school I don't use my bike because I'm not willing to put my toddlers on my bike on the route I have to go. So, I think what's missing, and the Safety Action Plan would be an excellent place to put it, is this idea of people making the safest choice more than curb bump outs, road dates or anything else, and in a city with one of the highest pedestrian fatality rates, is- not use it! What I would love to see from a data level is; what's not being used and by whom. And what could we expect, as a goal for usage as a marker, 1. how far we need to go, and 2. when we've arrived where we need to safety wise. Because reduction in crash data, I think really obfuscates the main point, which is you're not going to get out there in the way of a crash if you have the privilege of avoiding it in a place where it's not safe. I don't know what that looks like from a data perspective and I'm sure it's a complex challenge. But, I think what's missing is what we're what how much we're not using because it's not safe. How much should we be shooting for it knowing we're not going to get there of usage?
 - Aaron Hill: I noticed that you had the data broken down by community areas. I think that's a wonderful thing, because of how diverse the unincorporated county is. But on a related note, do you have ridership numbers by those community areas? So, there's a way you can see the proportionality.

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- Julie Luna: We do have some counts and Tara Cok at MRCOG is working on more, but we have these small pieces. To Naomi's question of people don't use things, it's always in our best interest to try and see how things are used before and after infrastructure is implemented. One of the things that sort of gets to me is in places that has no pedestrian infrastructure, they have lower crash rates, because it's harder to walk but we want them to be active and walk. Trying to understand systems as a whole is very challenging. One thing that is a big county specific challenge is that we have rural style roads, and highways. We're starting to urbanize and they're starting to have more pedestrians, becoming a real safety issue. How do we to catch up with this land use context, becoming more urban and having a whole lot of roads without the infrastructure? We have many tools from the FHWA with policies how to move forward, how to plan, and how to reach those levels.
Aaron, your question about ridership. That is the big missing hole in all our pedestrian/bicyclist analyses. So we have to do things by a rate. If you see a bunch of crashes and a bunch of cars, you have to balance that. We can see it at the macro level sometimes. If you look at crashes up and down Central Avenue, there's a bunch of pedestrians around the UNM area. But not as many pedestrian crashes as east Central. And sowe can see it at maybe a high level, but we do not have the data to do that at a lower level. At the same time, I feel like we have tools to try to make things safer.
- Naomi George: My new question, from the emergency department side of things, is that a lot of our pedestrian fatalities and injuries are in the unhoused population. I wonder if there's a way to reach out to that population, around what would make areas safer. Near shelters, near food banks, unofficial encampments, official encampments among unhoused population or advocates, because I do see that as being a huge portion of who we're seeing as being the victims of these crashes.

• Staff Reports

- Municipal Development (DMD),
 - Traffic Engineering, Tim Brown:
 - Bike-ped project: restriping Chico in eastern portion of City, south of Central:
 - Bike lane has completely faded and needed to be redesigned to meet Complete Streets standards- wider bike lanes, narrower driving lanes, sent to contractor and was delayed in getting PO (purchase order). Due to cold weather, a temporary striping paint will be placed and we will put down the proper layer of thermoplastic when warm weather returns. If contractor still has not sent in PO, we will wait to have this done in the warmer time.

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- Transportation Engineering/Vision Zero, Valerie Hermanson:
 - City's Bikeway and Trail Facilities Plan Update and next steps will be presented at the February GAATC Meeting
 - Currently finalizing feedback from October. Thank you to the attendees and the committee for getting the word out on this survey. We're using this information to prioritize our proposed bikeway network and we are closer to having a draft plan.
 - Louisiana Blvd Vision Zero's project bids closed in December 2023
 - The project is going to implement fiber, a road diet and separated bike lanes on Louisiana within the International District. Currently working on the paperwork and we anticipate implementing this project in the spring or summer of 2024. We will keep you updated once we have a better idea of timelines.
- Council Services, Matthew Cox:
 - Shana Schultz has taken a new job in the Mayor's Office, so I will be taking over for Council Services. Sad to lose Shana, but happy to have a friend in the Mayor's Office.
 - Our Silver Ave bike boulevard project is continuing. We're excited to finalize Bikeway and Trails Facilities Plan and we've been working on that with Val.
- Parks and Recreation, Whitney Phelan: No updates.
- Planning, Seth Tinkle:
 - The IDO annual update will be heard by the Environmental Planning Commission during a special hearing on January 11, at 8:40am
 - During their regular hearing (EPC) they will hear the Comprehensive Plan Update and the Central Albuquerque Community Planning Area Assessment report
 - Link for EPC Hearing: EPC Hearing link: <https://www.cabq.gov/planning/boards-commissions/environmental-planning-commission/epc-agendas-reports-minutes>
- ABQ RIDE, Carrie Barkhurst:
 - We're Continuing to work on Park and Ride, our Uptown Development projects, and System Study. Not ready to report anything out just yet, hopefully in the upcoming months.
- Sustainability, Albert Lee:
 - Priority Climate Action Plan we're working on for the Climate Pollution Reduction Grant (CPRG). The deadline has been extended to January 22, 2024. Hoping to get feedback on the project in the action plan. There are a few active transportation projects proposed for the grant:
 - San Pedro bike lanes

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



- Claremont Bike Boulevard
- Rail Trail segments in Old Town and Barelmas neighborhoods
- These also tie into some of the projects that Julie has mentioned for Bernalillo County. We will be participating in some of the public outreach with the County as well.
- More information:
 - Provide input on draft Priority Climate Action Plan (PCAP) projects by completing the feedback form through Monday, January 22, 2024
<https://forms.gle/bZNfNBffUwSjxTjk9>
 - More information about the PCAP and Climate Pollution Reduction Grant
<https://www.cabq.gov/sustainability/climate-action-plan#CAP-community-engagement>
- Bernalillo County, Julie Luna:
 - Survey link for Pedestrian Safety Action Plan for Bernalillo County: Bernalillo County Safety Action Plan Survey Link:
https://app.maptionnaire.com/q/4ln4pku9b9u7?utm_source=gaatc
- 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.
 - Steve Pilon: I wanted to comment and ask questions about the two presentations, particularly the Silver Avenue, the public wasn't an opportunity to ask questions or participate in that discussion. I don't know if that was intentional or an oversight. I would appreciate if this board would increase the public participation ability by first, showing us everyone who's here, not just when a participant, I don't know why we are being excluded from being able to see who's here and from chatting. And so I feel like the public is really being excluded from participation. In the activities of this board, it's like it goes into a black hole, and never gets any response from any of the board members or the staff or, and so, I would appreciate the discussion of this. There's a real lack of public participation to be on this committee. If you'd like to see more public participation and interest in this thing, I think I think you need to make some changes into the way these meetings are held. And I would just like to say that we at Bike ABQ, where I'm one of the board members, we do our best to promote the participation in these surveys that you guys have and, but we would like to participate on in a more meaningful manner. Besides just telling members to go to the website and participate in the surveys. I think the Silver Avenue improvements are important for us to be able to comment on because Bike

Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

January 8, 2024 | 4:00 – 6:00 PM



ABQ, we represent the cycling community, we should have some way of giving some input into projects like that. I'm on the Transit Advisory board. We have much more open meetings than then then what GAATC does- we allow a lot more public participation in the comment, when we have presentations. So I think you'd have a lot more meaningful meetings if you allow greater public participation. And thank you very much for your time.

- Aaron Hill: I would like to say that it was an oversight not intentional on my part to forget to ask for public comment after the presentations and thank you for calling me out on that I'll make sure to do that in the future.
- Alex Applegate: I would like to echo Steve's comments about more meaningful input. Also, I had a comment on the Lead and Broadway intersection. If we go with option B, which I love, can we not extend the multi-use trail on to Lead itself, instead of having the at-road level trail length? Thank you.
 - Matthew Cox: A big reason why we couldn't continue the above ground path along the bridges, is most simply that it is a bridge. We would have to require a lot more of an engineering study. We don't know the quality of the bridge, which would require probably coring of it, as well as adding a ton of weight to it. So, without knowing the full quality of it we felt that option was just not as simple. Even though, it would provide much more protection. But we are looking at implementing a new modern physical barrier or a newly designed physical barrier that has been practiced in cities like Dallas and Fort Collins.

- **Next Meeting:** February 12, 2024, 4 – 6 PM
- **Meeting ended at 5:51 pm**

SILVER AVE BIKE BLVD CONNECTION THROUGH BROADWAY BLVD

GAATC Meeting

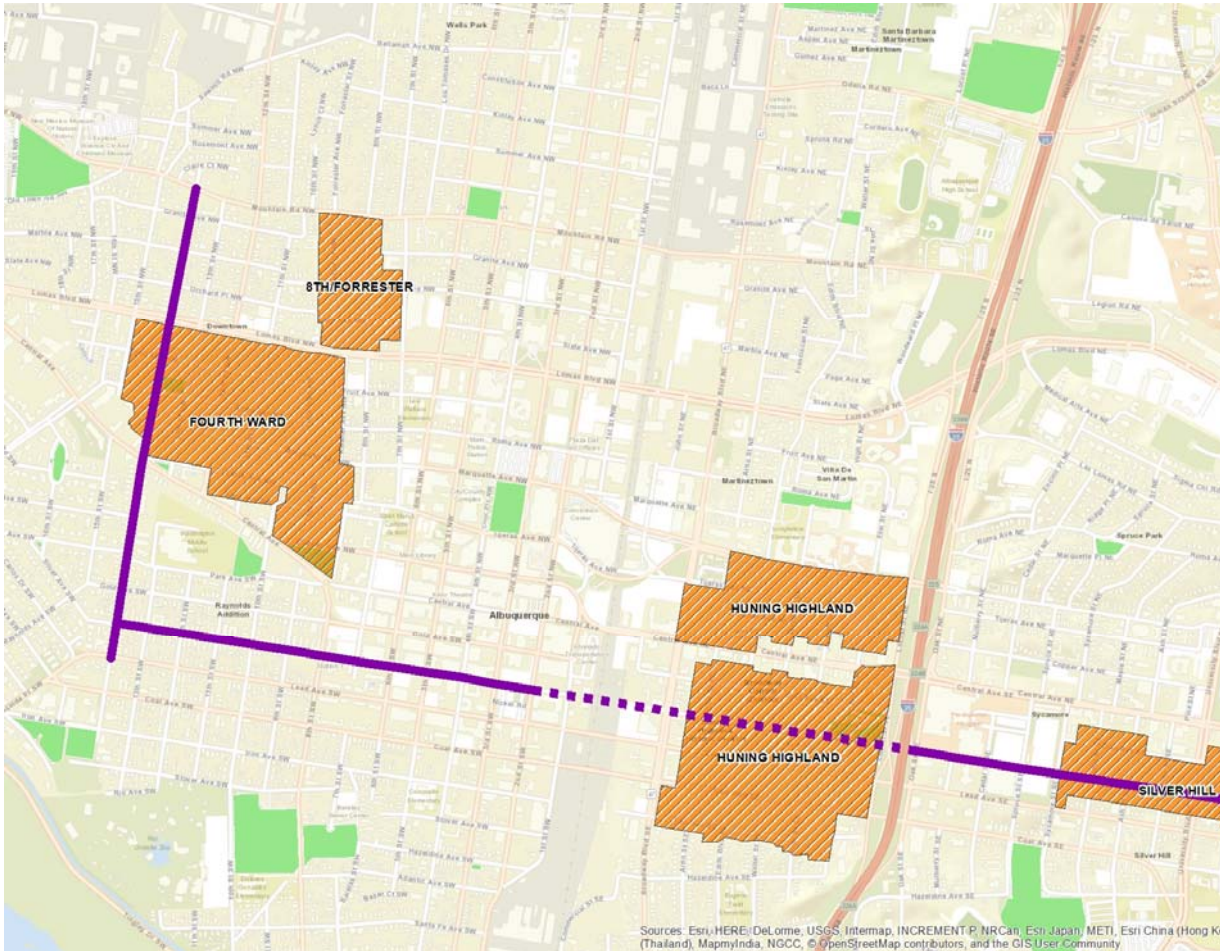
January 8, 2024



Bohannon  Huston

SILVER AVE BIKE BLVD REVIEW

- Bike boulevard installed along Silver Ave in 2009
- Major upgrades beginning in 2015 between Yale Blvd and Carlisle Blvd; extension of Silver Ave as part of Fair Heights Bike Boulevard
- Study completed in 2019 to review and consider portions of the **Silver Ave Bike Blvd from UNM to Downtown** (Yale Blvd to 14th St) and the **14th St Bike Blvd** from Silver Ave to Mountain Rd for improvements
- Public input process and multiple presentations to GABAC (now GAATC)



- Provide a low-stress bicycling alternative to Lead Ave and Coal Ave and improve access to Downtown
- Appeal to “interested but concerned” bicyclists
- Address major design challenges: I-25 and railroad crossing
- Design concepts and recommendations *only*

SILVER AVE BIKE BLVD REVIEW OBJECTIVES

GENERAL APPROACH & DESIGN CONSIDERATIONS

- Apply Bike Boulevard design techniques
- Consider traffic calming measures to prioritize bicycle travel
- Provide as much connectivity as possible and allow bicyclists to stay on Silver Ave
- Identify connection to Bosque Trail via 14th Ave/Iron Ave



BIKE BLVD CHARACTERISTICS

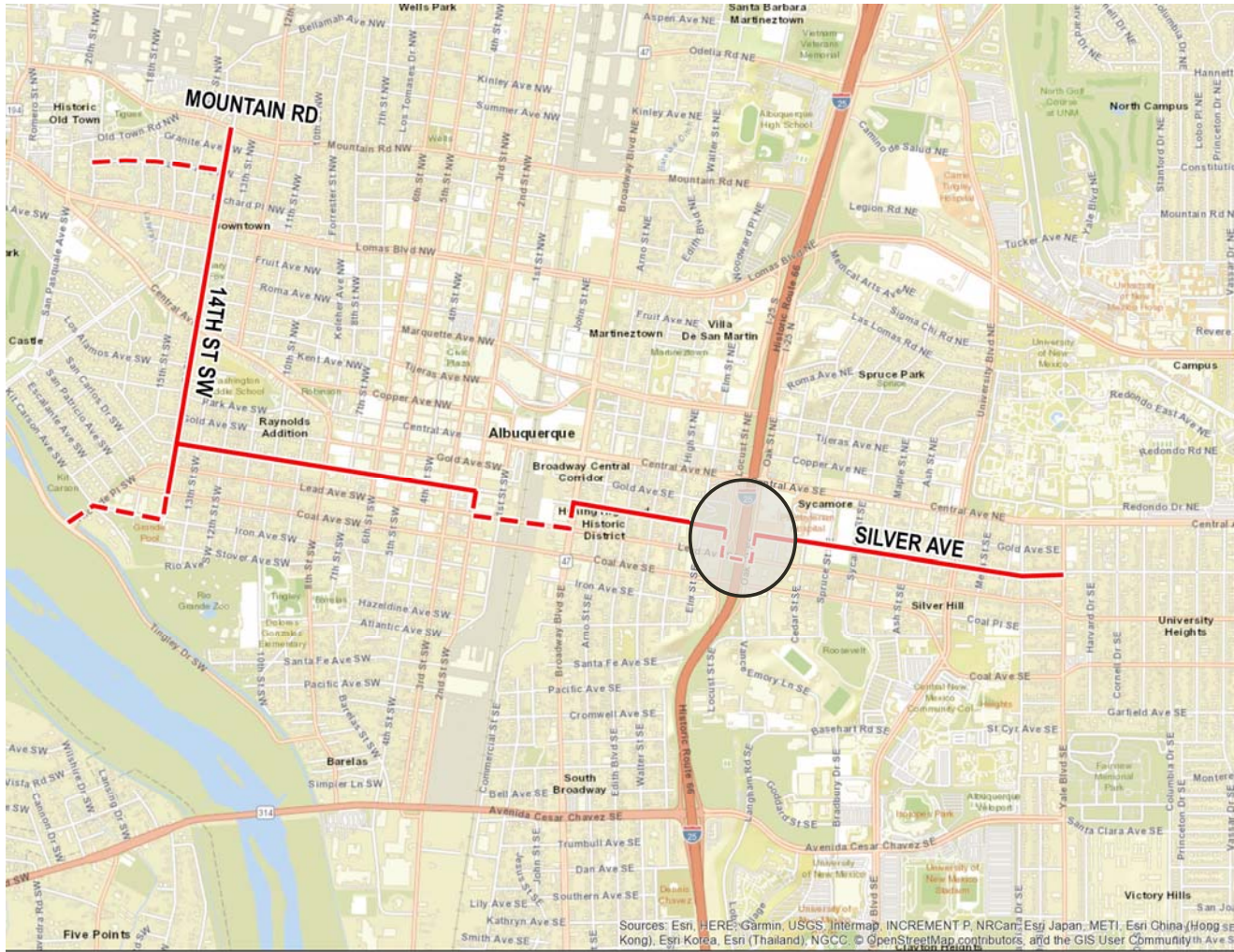
- Infrastructure that appeals to “Interested but Concerned” bicyclists
- Shared-use facility
- Neighborhood streets
- Low speed and traffic volumes
- Wayfinding, signing and pavement markings
- Traffic calming and deterrents to vehicle travel

OBSERVATIONS

- Signing/wayfinding is inconsistent
- Pavement markings are infrequent compared to other bike boulevard segments
- On-street parking is not delineated along most of the corridor
- Stop sign orientation warrants review
- Opportunities for traffic calming along 14th St
- Challenges crossing major streets (Lead Ave/Coal Ave) and obstacles (RR and I-25)

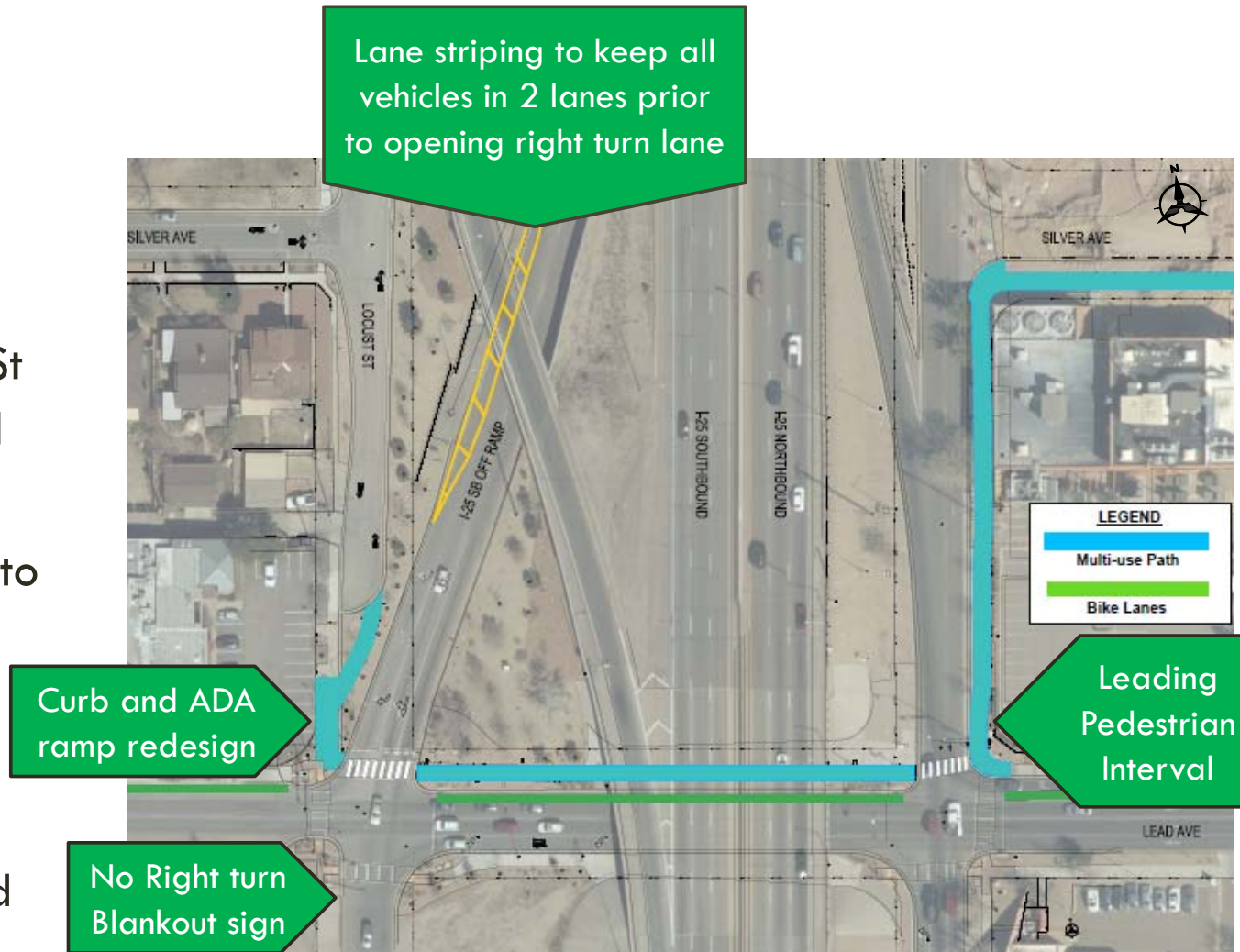


I-25 CROSSING IMPROVEMENTS – FINAL DESIGN

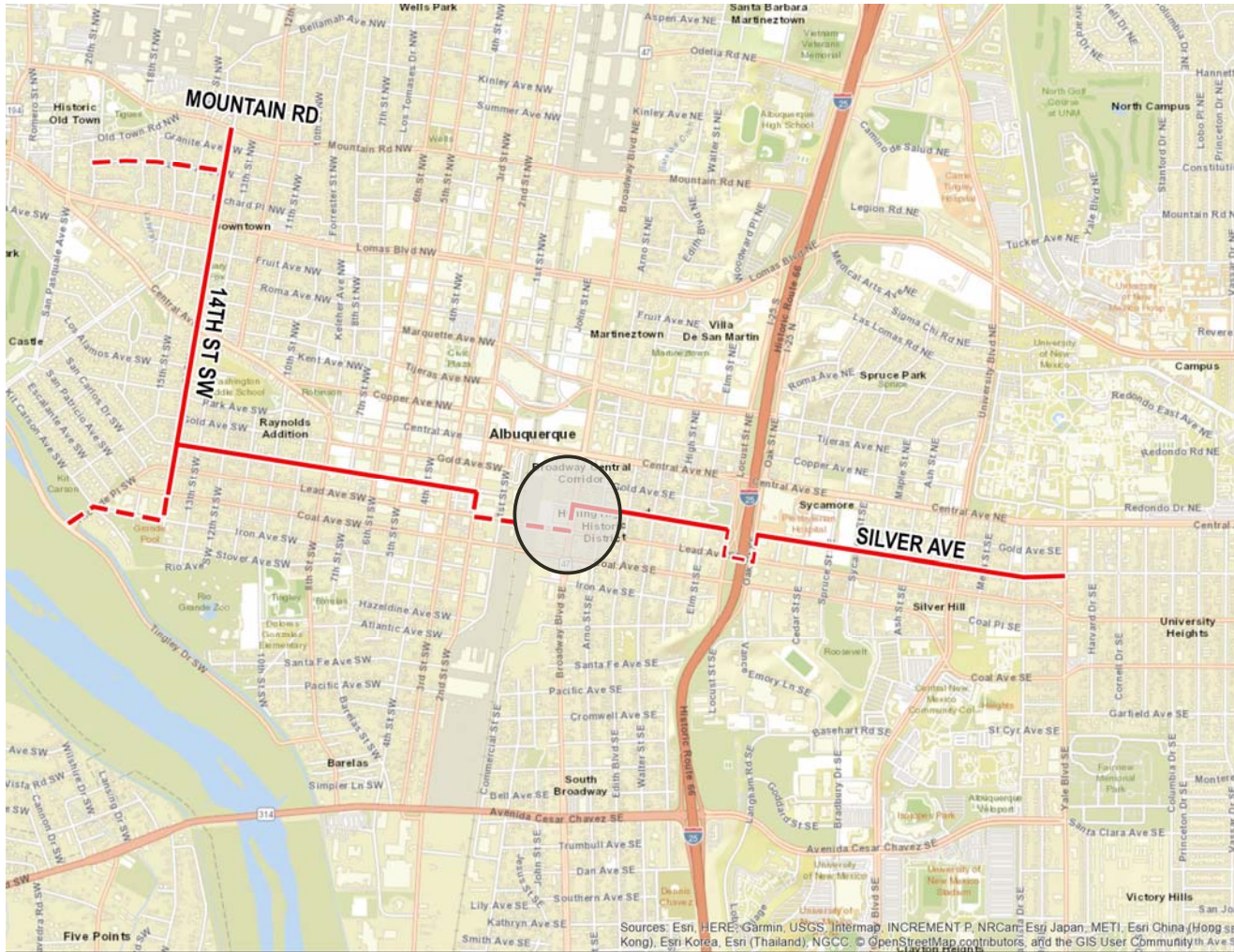


I-25 CROSSING IMPROVEMENTS — FINAL DESIGN

- Convert sidewalks into sidepaths:
 - North-south on Oak St
 - East-west along Lead Ave at underpass
- Curb extensions along to shorten crossing distances
- Advance signage and striping
- Design ideas approved by NMDOT

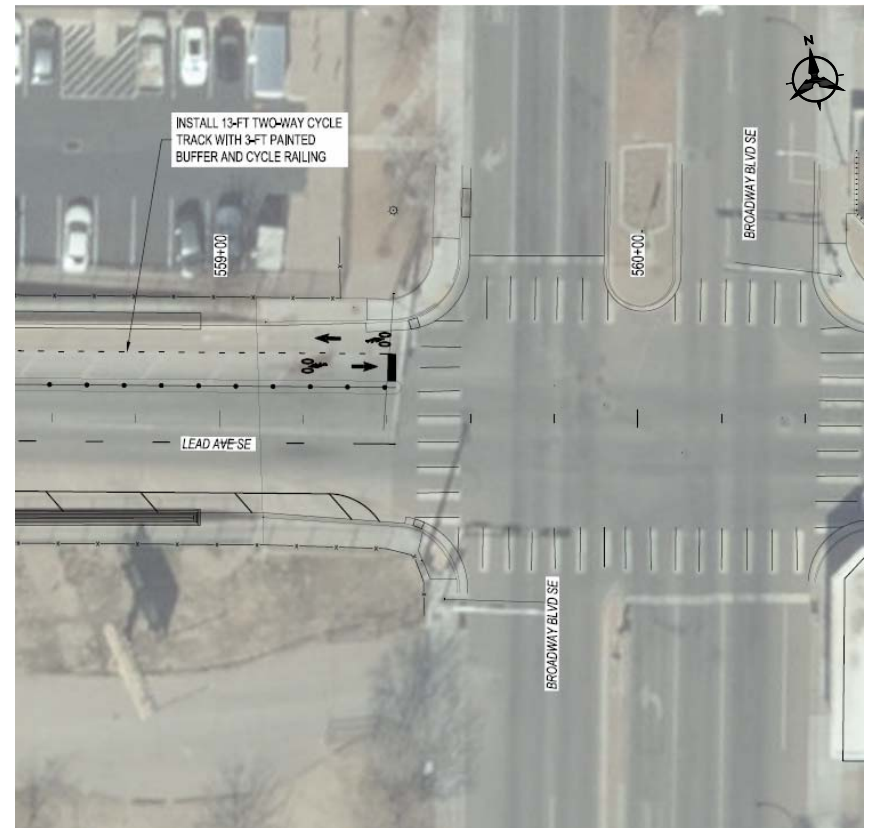


LEAD/BROADWAY INTERSECTION— FINAL DESIGN



LEAD RAILROAD OVERPASS— FINAL DESIGN

- A two-way cycle track is proposed on the Lead overpass of the railroad tracks
- This provides the greatest benefit for eastbound bicyclists since it eliminates the need to cross Lead Ave and Coal Ave multiple times
- Connection needed back to Silver Ave east of Broadway Blvd



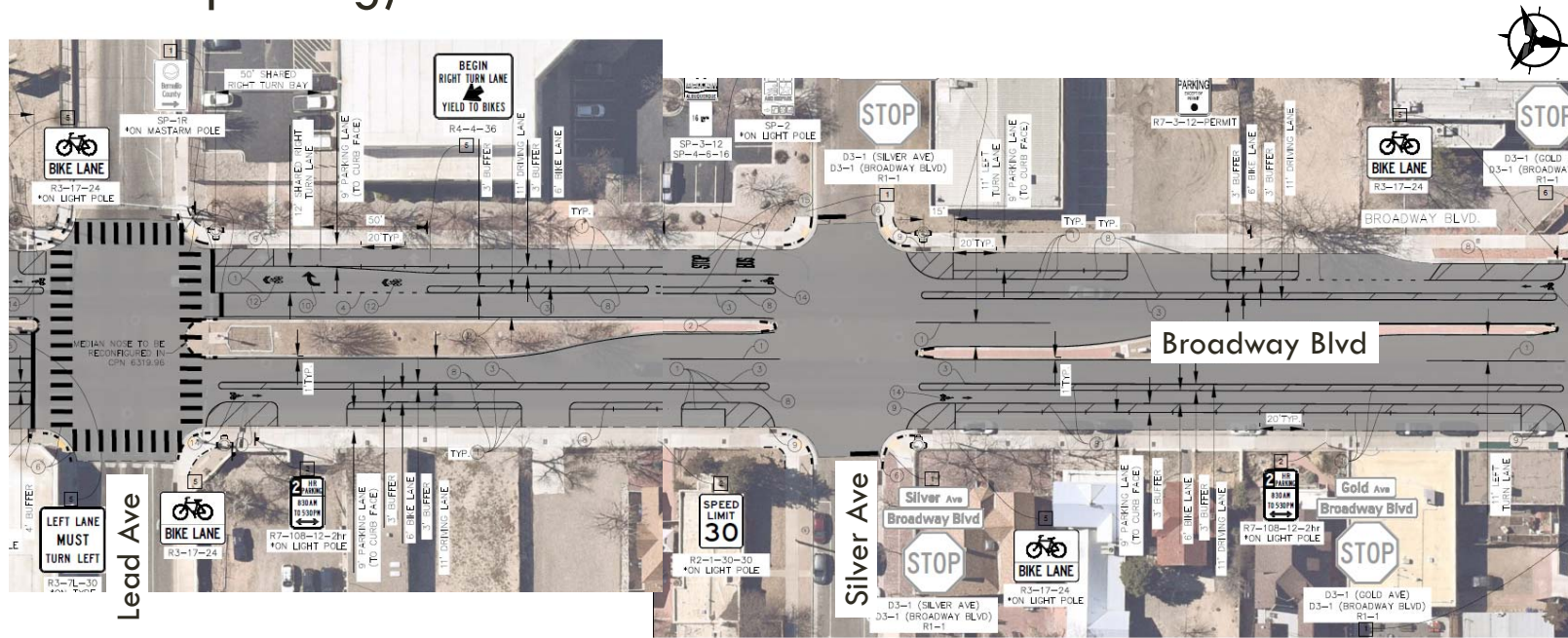
LEAD/BROADWAY— INITIAL ALTERNATIVES

- Alternatives considered in the study include both Alternative A and B as shown on the right
- Both Alternatives included the removal of the westbound dedicated right or left turn lane which significantly impacted the vehicle operations of the intersection.
- The City of Albuquerque requested the team to review other alternatives for this connection



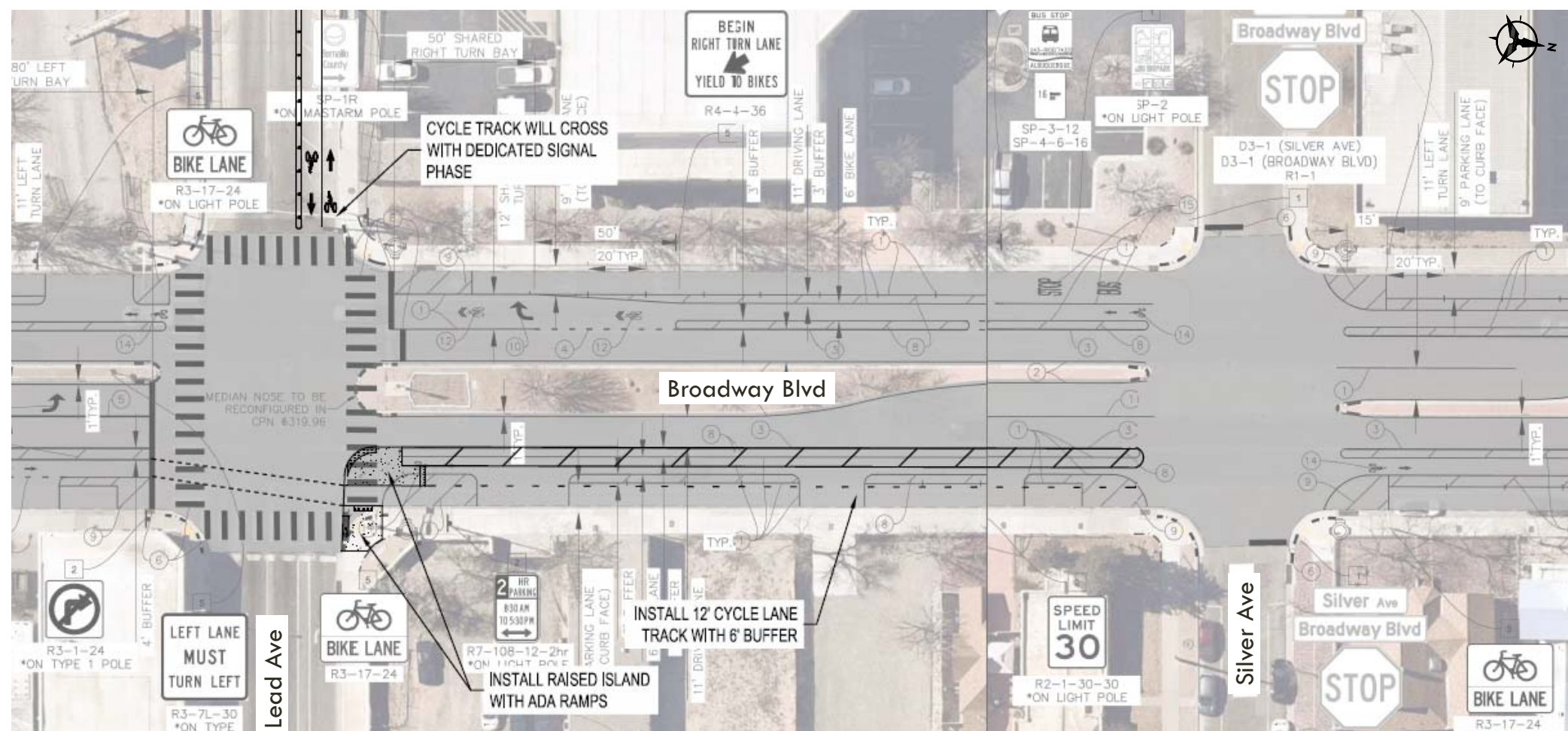
BROADWAY ROAD DIET

- Broadway Blvd is currently being designed as a road diet (1 lane in each direction with a two way left turn lane and on street parking)
- This is being designed by others in consultation with the City of Albuquerque



ALTERNATIVE A

- Proposed 12' cycle track with a 6' buffer on the east side of Broadway and install bulb outs with ADA Ramp improvements
- Dedicated signal phase at Lead/Broadway for cycle track operations crossing Broadway to/from Lead
- Removal of On-street parking on east side of Broadway needed



ALTERNATIVE A

Pros

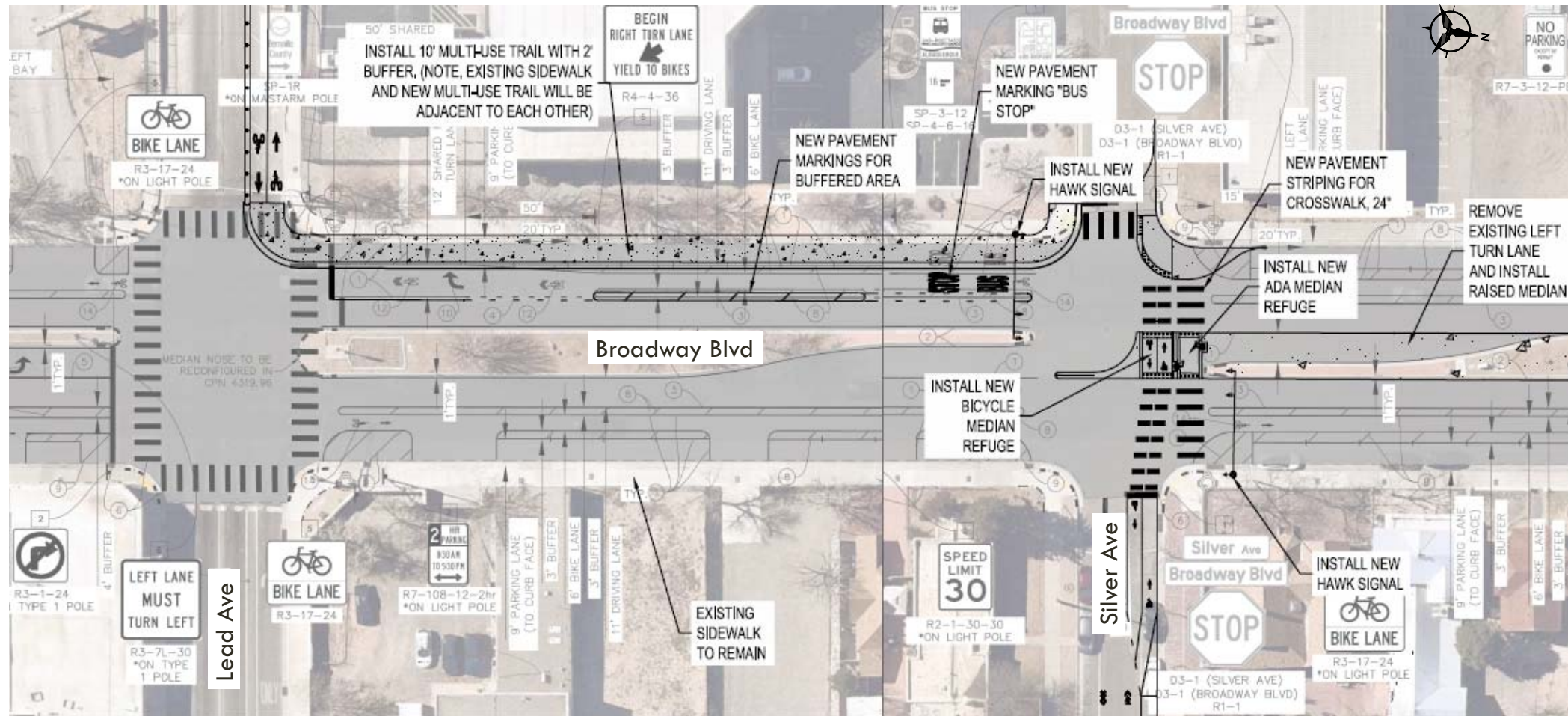
- Roadway width needed for cycle track will exist after road diet. No longitudinal curb and gutter modifications needed
- Existing Signal Infrastructure can be used for the bike crossing with minor modifications
- Dedicated Signal Phase to make crossing more comfortable for bicyclists
- Shorter crossing of Broadway with additional bulbout island

Cons

- Adding a Dedicated Bike phase to the signal at Lead/Broadway may be unfamiliar to motorists and will impact the overall signal operations
- On Street Parking must be removed on the east side of Broadway
- Protection of the cycle track north opening needed to deter vehicles
- The Broadway crossing, especially eastbound cyclists may be unfamiliar to how to proceed through the intersection

ALTERNATIVE B

- Proposed 10' sidepath on west side of Broadway at sidewalk grade. Install new ADA Ramp improvements at Broadway/Lead
- Installation of a HAWK signal at Silver to get bicyclists/pedestrians across Broadway. Closing southbound left is recommended to create median refuge for crossing.
- Restriping of dedicated right turn lane and bus stop will be needed.



ALTERNATIVE B

Pros

- The Lead/Broadway intersection signal operations will not be impacted.
- Sidepath is separated from roadway for a more comfortable user experience.
- Shorter crossing of Broadway with bulbout at Silver
- Protected HAWK Signal crossing at Silver/Broadway

Cons

- Removal of Southbound Left at Broadway/Silver is necessary to create median refuge
- On Street Parking on Silver must be removed to include crosswalks for both pedestrians and bicyclists
- Additional Signal Infrastructure (HAWK) will be required at Silver/Broadway but will have limited spacing between from Lead/Broadway
- Curb and Gutter on west side of roadway will be required to add additional space for sidepath

Questions?

Matthew Cox

City of Albuquerque Council Services

mcox@cabq.gov

Carl Vermillion, PE, PTOE, RSP 1

Bohannon Huston

cvermillion@bhinc.com

Bernalillo County Pedestrian-Bicycle Safety Action Plan

GAATC Update

1/8/2024



WILSON
& COMPANY

Agenda

1. Project Overview
2. Preliminary Safety Analysis
3. Public Survey
4. Next Steps

Introductions

Bernalillo County

Julie Luna, Transportation Planner, Project Manager

Consultant: Wilson & Company

Ben Bachwartz-Lopez, AICP, Project Manager

Project Overview

WHAT IS THE SAP?

Bernalillo County adopted its *Pedestrian & Bicyclist Safety Action Plan* in July 2012. The Rank 2 Facility Plan is intended to be updated every ten years. The plan includes several components:

1. Analysis:

- Identifies existing plans that include active transportation safety and equity policies and projects
- Identifies high fatality and injury pedestrian and bicycle crash corridors and intersections by area

2. Recommendations:

- Recommends countermeasures by crash modification factor,
- Identifies pedestrian and bicycle facility needs by area,
- Recommends pedestrian and bicycle facility projects by area with cost estimates, and
- Prioritizes pedestrian and bicycle facility projects by proximity to schools, parks, community centers, transit facilities, and mixed-use centers.

The update to the plan will:

- Highlight active transportation and safety projects that have been completed in the County and recommend new projects
- Include an emphasis on Vision Zero principles and the federal Safe Systems Approach,
- Provide a focus on equity and serving underserved communities in the County.

The updated plan will serve as the County's Vision Zero Plan and Multi-Modal Facility Plan

Public engagement in underserved communities is critical.

Existing Conditions Analysis to include:

- Pedestrian & Bicyclist Network
- Existing Plans, Policies, and Standards
- High Fatality and Injury Network
- Systemic Safety Needs
- Underserved Communities /Equity Analysis

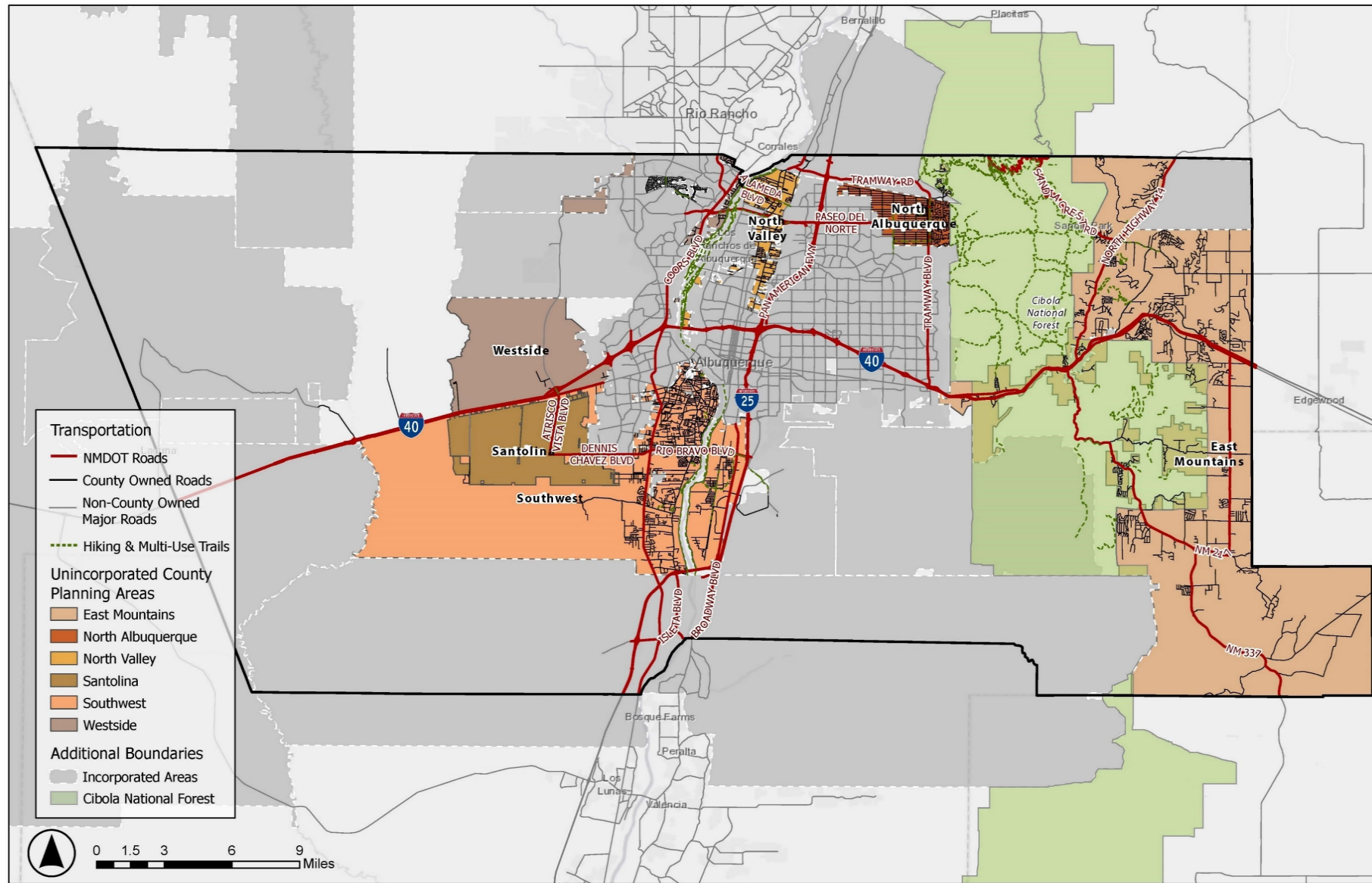
- **Technical Advisory Group**
 - Advisement on analysis, data sources, and facility recommendations
 - Review of key work products (existing conditions report, draft SAP document)
 - Recommendations for public engagement activities
 - Representatives from County departments, City of ABQ, NMDOT
- **Public Survey**
- **Public meetings**
- **County outreach through neighborhood organizations**

Preliminary Safety Analysis Results

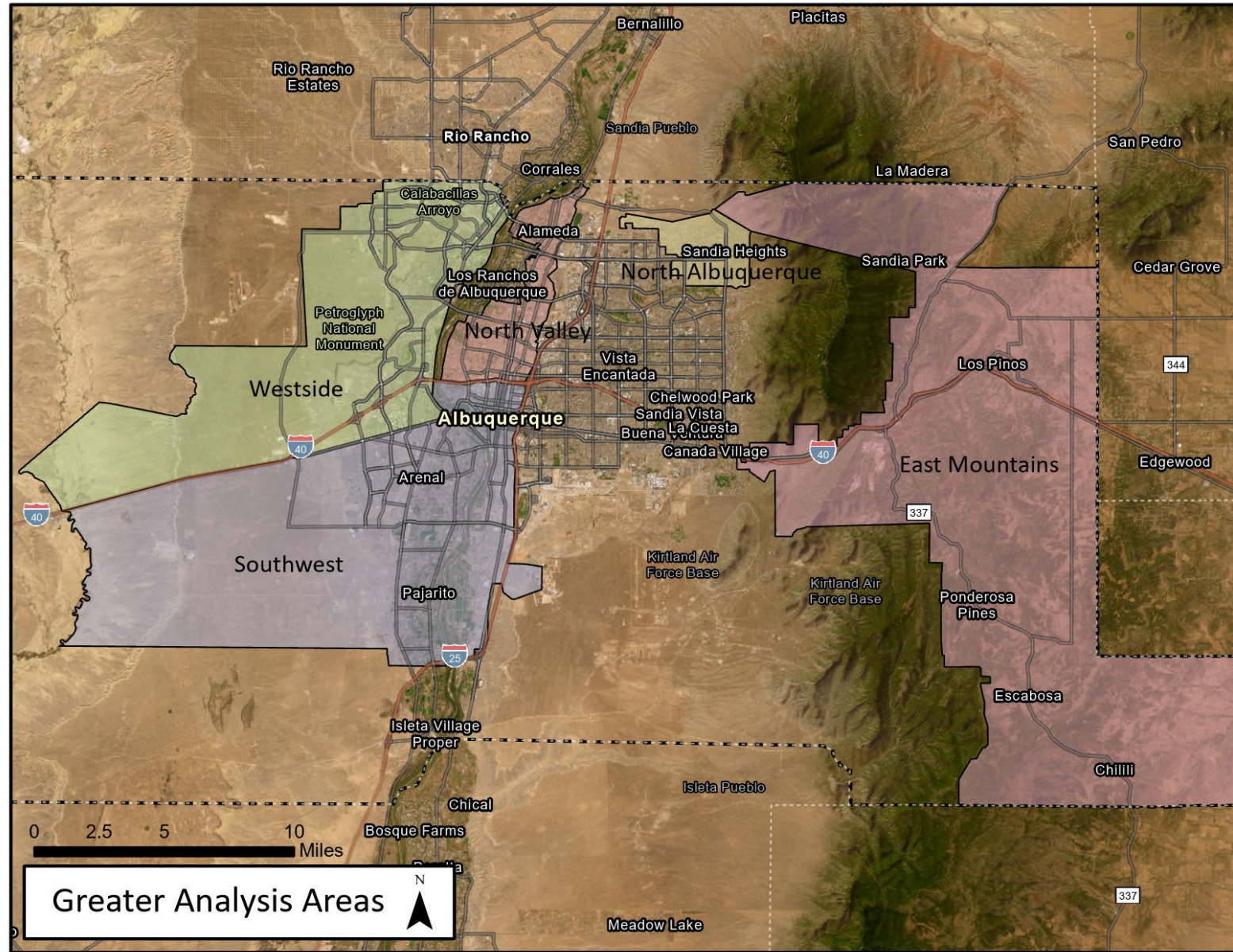
DATA SOURCES & PROCESS

- 2017-2021 crash data with top contributing factor hierarchy
- Analysis boundary:
 - County's Community Planning Areas
 - +
 - Key CABQ-maintained roads within "patchwork"
 - +
 - NMDOT roads within unincorporated areas of County
- Additional "cleanup" of crash points
- Crashes sorted into Greater Analysis Areas

PLANNING AREAS & ANALYSIS ROADWAYS



PLANNING AREAS & ANALYSIS ROADWAYS



KEY RESULTS

General Crash Summary (All Planning Areas Combined)

Area	Total Crashes 2017-2021	Total Bicyclist & Pedalcyclist-Involved Crashes 2017-2021	Total Pedestrian-Involved Crashes 2017-2021
All Areas	11,650	112	153
		0.96% of total	1.31% of total

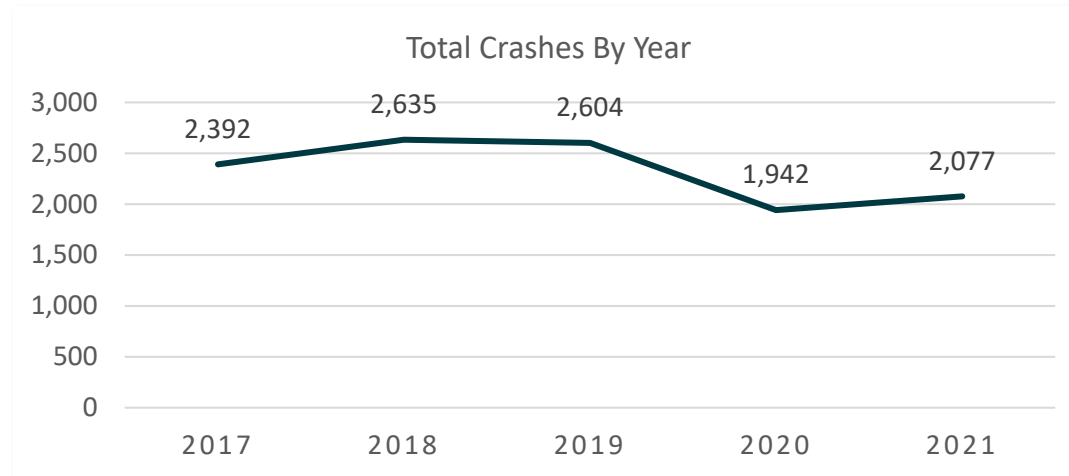
General Crash Summary by Planning Area

Planning Area	Total Crashes 2017-2021		Total Bicyclist & Pedalcyclist-Involved Crashes	% of total bike	Total Pedestrian-Involved Crashes	% of total ped
Southwest	6,872	59%	69	62%	104	68%
North Valley	2,431	21%	19	17%	34	22%
Westside	1,301	11%	8	7%	12	8%
East Mountains	767	7%	5	4%	3	2%
North ABQ	279	2%	11	10%	0	0%
<i>Totals</i>	<i>11,650</i>		<i>112</i>		<i>153</i>	

KEY RESULTS

All Crashes by Year

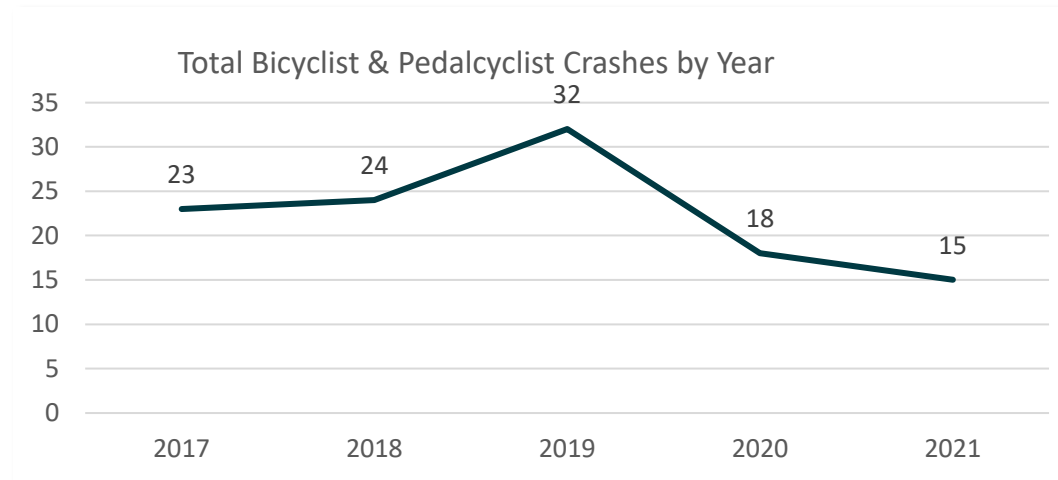
Year	Total Crashes	Change From Last Year
2017	2,392	--
2018	2,635	10.15%
2019	2,604	-1.18%
2020	1,942	-25.42%
2021	2,077	6.95%



KEY RESULTS

Bicyclist & Pedalcyclist Crashes by Year

Year	Total Crashes	Change From Last Year
2017	23	--
2018	24	4.35%
2019	32	33.00%
2020	18	-44.00%
2021	15	-16.67%



Now available!

Public Survey

- Mix of text and map-based questions
- Areas of county outside of City limits

Barriers

Please indicate with a point on the map where you encounter barriers when

1. Walking or rolling
2. Biking

Next, answer the pop-up question to identify what kind of issue it is.

You may place as many points as you like.

You do not need to only indicate barriers that you've personally encountered, i.e. if you do not use a wheelchair but are aware of a sidewalk that does not have a curb ramp, you may place a point calling out this issue.

LEGEND

- County Maintained Bikeways
- County Maintained Multi-Use Trails

Additional Layers on the map include County maintained Bikeways and Multi-Use Trails

1. Walking & ADA Barriers

Where are barriers to walking and rolling?

Walking & ADA Barrier

- 8 topics:
 - Your Transportation Within the Study Areas (map-based)
 - Travel Mode, Frequency, and Trip Destination
 - Roadway Characteristics
 - Multi-Use Trail Characteristics
 - Important Factors
 - Priority Locations for Improvements
 - Barriers (map-based)
 - Demographics

TAKE THE SURVEY

https://app.maptionnaire.com/q/4ln4pku9b9u7?utm_source=gaatc

Next Steps

- Refinement of safety analysis
 - Identification of intersection and segment “hotspots”
 - Further analysis of factors, especially design-related factors
- Collection of survey results
- Identification of problem locations on the network
- Plan adoption by November 2024

Thank You!